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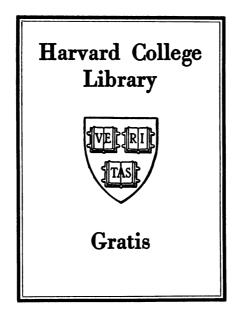
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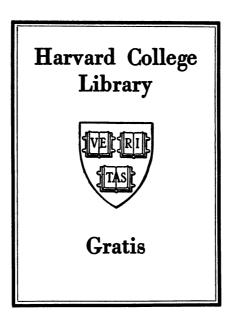
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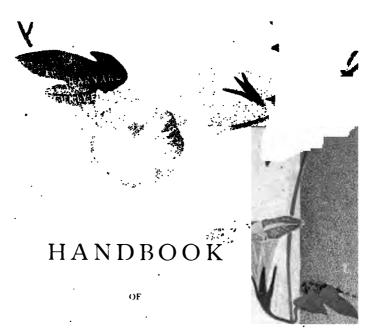
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INFORMATION

FOR

SHIPPERS AND PASSENGERS

BY THE STEAMERS OF

Mippon Yusen Kaisha.

(JAPAN MAIL S.S. CO., LTD.)

.1899-

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HANDBOOK OF INFORMATION

FOR

PASSENGERS & SHIPPERS

BY

the Steamers of the

Rippon Pusen Kaisha.

Telegraphic Address:
MORIOKA. TOKYO.
A. I. & A. B. C

Codes Used.

Telephone:

No. 167 Honkioku

No. 1551 ...

No. 1721 ,,

32nd year of **M**eiji. (1899.)

Jap 1320.55 Jan 1320.55



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HISTORY

OF

Nippon Yusen Kaisha.

APAN being an island empire, her communications with foreign countries are entirely maritime. The art of navigation has therefore been practiced by the people since remote ages. Early annals recognize the fact by asserting that even in prehistoric epochs ships of various nations traversed the neighbouring seas. Japanese junks certainly visited Korea before the use of written characters had become known, and it is claimed that the Empress Jingo sent an invading force to that country during the second half of the third century, an incident which, however it may have been distorted by traditions, certainly goes to indicate that intercourse between Japan and the neighbouring peninsula existed, before the people of these islands possessed means of compiling historical records. When the Empress Suiko, thirtythird sovereign of Japan's Imperial line, occupied the throne,

ambassadors were sent to China to study her laws and That was in the sixth century. Thenceforth, civilization. frequent interchanges of courtesy took place between the two empires, until the troubled state of China's affairs rendered it dangerous and difficult for Japanese envoys to reach her The Mongol conquerors of the Middle Kingdom sought to re-establish this ambassadorial custom, regarding it as an acknowledgment of China's suzerainty on Japan's But Japan, understanding the interpretation which her neighbours put upon all friendly approaches from foreign states, declined to receive the overtures of the great Khan, and her refusal, expressed twice in the most uncompromising manner, led to an invasion of her coasts by a large force of Mongols, Tartars, Chinese and Koreans. The northern and western shores of Kiushiu became the scene of a sanguinary combat between the invading hordes and a comparatively small force collected by the Japanese to repel them. Interesting differences between the military tactics of the continental and insular soldiers were illustrated by the combat, and it appears from the pictorial annals of the time (1273 A.D.) that the craft available by the Japanese were of insignificant size compared with the big war-junks of the Mongols. Nevertheless, these little boats were handled with such dash and vigour, and the offensive capacities of the individual Japanese Samurai, armed with spear and glaive, proved so superior to the somewhat clumsy resistance of the Chinese who knew

how to fight in phalanx only, that the invading fleet was harassed to a state of helplessness, and held so long at bay in the open sea that tempests finally wrought its destruction. That experience bore valuable fruits, for it was the means of giving a great impluse to maritime enterprise. In all their campaigns, so far back as we can trace them intelligently, the Japanese have always evinced a perception of the strategical axiom that a sound defense must be capable of offense also. They learned from the Mongol invasion that if armies could be launched against their shores from over-sea, they must be prepared, on their own side, to push their first line of defense across the ocean, and from that time we find them building sea-going junks which carried the country's commerce not only to Korea and China, but also to Annam, Siam, Luzon and even Malacca, and which, by and by, played the rôle of corsairs also, ravaging the coasts of the Middle Kingdom as well as of Korea at will, and holding absolute command of the adjacent seas. Another incentive to maritime effort was supplied in the sixteenth century, when Portuguese and Spanish ships found their way to Japan, opening a new field of commerce and furnishing immensely improved models for ocean-going vessels. Geographical records of that era show that, not many years after the opening of intercourse with Occidental peoples, Japan was engaged in trade with no less than sixteen foreign states, and that, in all cases, she was able herself to undertake the duty of marine transport. A schooner

built by her people, after a model furnished by William Adams,—an English seaman who was cast away on these shores and lived for many years under the patronage of the Tokugawa Regents,—made a voyage across the Pacific to a port in South America, and Date Masamune, feudal chief of Sendai, caused a vessel to be constructed for the purpose of opening direct trade with Spain. The latter project was never carried to completion. It was interrupted by events which left an indelible mark upon the national history, namely, a conflict between foreign religious propagandism and Japanese civil authority, and the consequent closure of the country. That chapter of events need not be re-written here. It has furnished a theme for much controversy, and its complexion will probably assume different hues to different eyes through all time. Its sequel only concerns us here, namely, the decision of the government that all over-sea travel of Japanese subjects must be absolutely arrested, and the consequent issue of decrees which so restricted the dimensions and regulated the form of Japanese vessels that they ceased to be serviceable for navigating the high seas. The disastrous influence exercised by that policy of seclusion upon the development of the country's resources, and national civilization and general capacities can scarcely be over-estimated.

Things remained thus until the middle of the nineteenth century, when "black ships"—for so the Japanese designated Occidental vessels—made their appearance once more upon

the horizon, and put an end to the long era of isolation. The story of Christian propagandism in the early days, of the political designs with which it was supposed to be connected, and of the sanguinary disturbances caused by it, had sunk deep into the minds of the people, and it is probable that, instead of concluding treaties of commerce and navigation with their Occidental visitors in 1857, they would have preferred to drive them off as they had driven off the Mongols six hundred years previously. During that interval, however, international civilization and the development of means of communication had brought the outer world very much nearer to Japan than she expected, and for several years there had been working among her own people influences which must soon have drawn her from her seclusion, even though neither Perry nor Elgin had precipitated the event. Be that as it may, she immediately deduced from the peaceful invasion of the nineteenth century the same inference that the armed irruption of the thirteenth had suggested. All restrictions upon ship-building were withdrawn; the study of navigation attracted earnest attention, and the government not only encouraged the construction of sea-going vessels at home, but also began to purchase steamers abroad. Thus, for the first time in the nation's history, an association was organized for carrying on the business of steam transport by sea. It was called the Kaiso Kaisha, and although it did not meet with more success than usually falls to the lot of pioneer enterprise, it certainly served useful educational purposes. Following the sequence of maritime events, we find that steamship communication between Tokyo and Osaka was opened, in 1868, with vessels some of which belonged to the Government and some to private individuals; that, in 1871, the Kaiso Kaisha was transformed into the Yubin Kisen Kaisha, or "Mail S. S. Company," under the control of the Imperial

Bureau of Communication; and that, in the fall of the same year, Mr. Iwasaki Yataro, a shizoku of Tosa province, organized a private company having for its fleet a few steamers acquired originally by the feudal chief of that province. This last association was called the Mitsubishi Kaisha or "Three Diamonds Company."

It may be regarded as the foundation of all modern maritime enterprise in Japan.

It will be seen that there were now two steamship companies in the field: one an official concern, called the *Yubin*

Late Iwasaki Yataro Esq.

Kisen Kaisha; the other a private undertaking, called the Mitsubishi Kaisha. Both fleets rapidly increased in tonnage, and by degrees keen competition sprung up between them. The Government company doubtless suffered from the defects usually incidental to official excursions into the field of ordinary business, whereas the affairs of the private company were

managed with remarkable skill and enterprise. Ultimately in 1876, the Government deemed it advisable to withdraw from the arena. The vessels were made over to the Mitsubishi Kaisha, which thus virtually came into complete occupation of the maritime highway in the Japanese sea. that event took place, however, an opportunity had been furnished for forming a practical estimate of the empire's requirements and of the capacities of the Mitsubishi firm. 1873 a military expedition had to be sent to Formosa, and its experiences constituted clear evidence, not only that the country had need of a greatly increased fleet of transport, but also that the organization and administration of the Mitsubishi Company left little to be desired. Hence, in addition to transferring all officially owned steamers to the Threediamond flag, the Treasury assisted the Mitsubishi Company to buy out the Yokohama-Shanghai service of the Pacific Mail S. S. Company, and to acquire the steamers hitherto employed on that route. Then the Mitsubishi Company among whose fleet there had only been three steamers of over a thousand tons in 1870, found itself in possession of twelve such vessels in 1876. The fleet of the Company stood thus in the latter year:— Sailing vessels

burden					_		T 4
Steamers of	over	100	and less	s than	F 00	tons	
Steamers of 1	00 ton	s bure	den and	under		.:.	2
Saining vesser	s	• •	• •	• •	• •	• •	U

Steamers of over 500 and less than 1,000 tons burden Steamers of over 1,000 tons burden ... 12 Total ∴ 42 This fleet not having received any considerable augmentation during the next six years, the Government became persuaded in 1882, that some decisive step must be taken to increase the mercantile marine, and to add to it steamers capable of performing the functions of both transports and cruisers. Another company was organized, therefore, under the name of the Kyodo Unyu Kaisha, or "Union Transportation Company." But a trial of three years demonstrated the inexpediency of having two rival companies in the field, both receiving a measure of State aid, and in 1885, the two were amalgamated into the present Nippon Yusen Kaisha or "Japan Mail S. S. Co." During the following nine years, the great bulk of the coastwise carrying trade was performed by the steamers of the Company, and regular services were also kept up between Kobe and Vladivostock,

Late Baron M. Morioka.

ports, and Yokohama and Shanghai. Moreover, in 1892, when the rapid development of the cotton-spinning in-

Kobe and Tientsin via Corean

dustry in Japan lent importance to the question of procuring a supply of raw cotton, the Company established a line of steamers to ply between Japan and Bombay. Vessels flying the Nippon Yusen Kaisha's flag also made frequent voyages to Australia and Hawaii, carrying emigrants. Throughout this era, the Company received from the Treasury a yearly subsidy, in consideration of which it was pledged to maintain several special mail routes, to place its vessels at the disposal of the Government for transport purposes should occasion for such a step arise, and generally to carry mails between the ports to which its steamers plied.

In 1894, when war broke out between China and Japan,

the latter had to despatch large bodies of troops to Corea, to Manchuria, to China proper and to Formosa. At one time, the armies of the empire beyond the sea aggregated a hundred and twenty thousand fighting men, together with a

hundred thousand land-transport coolies. Such an effort severely taxed the shipping resources of the country. Nearly all the large steamers of the Nippon Yusen Kaisha had

Late T. Yoshikawa Esq.

to be detached for public service, and it became necessary to purchase many others, not only for the purpose of augmenting the fleet of transports, but also in order to obviate

any prolonged interruption of the regular marine carrying trade. Many of these newly-acquired steamers remained in the hands of the Nippon Yusen Kaisha. In fact, just as the Formosa expedition of 1873 greatly raised the Mitsu Bishi Company's status and increased its fleet, so the war of 1894-5 finally established the Nippon Yusen Kaisha's reputation for efficiency, and amply justified the trust hitherto reposed in it by the State. Throughout a space of nine months during the war, the company had no less than fifty steamers engaged in transport service requiring the constant navigation of dangerous and unfamiliar seas in the depth of winter. Most of these ships were officered and manned by Japanese, only a few foreigners who voluntered for the expedition being employed. Yet, from first to last only one serious accident connected with navigation happened to any of the ships. There could no longer be any doubt that the disability under which the nation laboured at the commencement of the Meiji era had been removed, and that the Japanese were now thoroughly competent to navigate and manage seagoing steamers.

The successful issue of the war naturally gave a marked impulse to maritime enterprise, and the Executive and Legislature, combining to foster that useful tendency, laws were passed granting special aid to navigation and ship-building. The Company, therefore, resolved to greatly extend its field of operations. It increased its capital to twenty-two mil-

lion Yen, and determined to establish regular steamship services to America, Europe and Australia. Orders were accordingly given for the construction of 12 Twin Screw Steamers of over 6000 tons for the European Line, and 3 of 3800 tons for the Australian Line. With such a capital and with a fleet of 70 steamers aggregating 200,000 tons gross, the majority of them new and provided

with every resource for contributing to the comfort of passengers and every modern facility for the carrying trade, the Nippon Yusen Kaisha now ranks among the greatest enterprises of the kind in the world. The regular services maintained by it, independently of its lines between all the principal ports in Japan, are with China, Asiatic Russia,

Red and Mediterranean Seas, Europe, Canada, America and Australia. The Japanese Diet met in 1899 resolved to grant subsidies to the company's European and American Lines, and thus all foreign and Home Lines with but a few exceptions have been ordered to run under the mail contract of the Imperial Japanese Government. The Head Office is in Tokyo, and Branch Offices and Agencies to

the Straits Settlements, India, the

the number of over seventy, particulars of which are given elsewhere, are situated at all the ports of call and other important points. The total number of the Company's employees is about 1200 in addition to about 3500 of crews, firemen, &c.

The first President of the Company nominated by the Government at the time of the Company's formation in 1885, was the late Baron M. Morioka. He held the office until 1894, and was succeeded by Mr. T. Yoshikawa, on whose death in 1895, the present President, Mr. R. Kondo, was elected by his co-directors, and was re-elected in 1897, at the expiration of the fixed term of presidential service.

Details of the Company's fleet, services and so forth, are given in the following pages.

Fleet of the Rippon Pasen Kaisha.

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9 10 1 12 13 14 1 15 16 16 17 17 17 17 17 17	Higo Maru Higo Maru Hiogo Maru Hiroshima Maru Hokkai Maru Hokkai Maru Maru Inaba Maru Inaba Maru Insen Maru Kagoshima Maru Kamakura Maru Kanagawa Maru Kasuga Maru Kobe Maru Kobe Maru Kosei Maru Kosei Maru Kokura Maru Kobe Maru Kokura Maru Mise Maru Mise Maru Mise Maru Mise Maru Mutsu Maru Nagato Maru	HGKJ HBFK HJGM HNST HJDN HKFG HLFV HFMP HKDW HKBR HLDB HKWF HQGJ HLCR HGRC HJVF HDGK HJWL HGPJ HJMB HFVJ	Bullace Bullcalf Buglehorn Billetaras Bursten Buttress Billcare Billetaria Bulletin Bustling Bilico Billetaron Billetaron Billetase Billustre Billetico Billirag Bustybody Bruckenbau Bullock Buxomness Bumboat Bushelage	1.405 1.423 3.283 6.172 705 3.236 3.076 6.192 1.244 2.312 4.370 6.123 6.151 3.797 6.099 3.967 2.901 2.567 2.629 1.995 3.160 3.323 1.940	871 882 2 035 8827 437 2 367 1 907 1 907 1 433 2 770 3 .813 2 .214 3 .782 2 .459 1 .645 1 .1237 1 .1237 1 .1237
10 11 1 1 1 1 1 1 1 1	Hiogo Maru Hiroshima Maru Hitachi Maru Hokkai Maru kai Maru kai Maru kai Maru lise Maru Jinsen Maru Kagoshima Maru Kamakura Maru Kamakura Maru Kasuga Maru Kawachi Maru Kokura Maru Kokura Maru Kosai Maru Kosai Maru Mikawa Maru Mikawa Maru Mutsu Maru	HBFK HJGM HNST HJDN HJVN HKFG HLFV HFMP HKDW HKBR HLDB HKWF HQGJ HLCR HKCB HGRC HJVF HDGK HJWL HGPJ HJMB HFVJ	Bullcalf Buglehorn Billetaras Bursten Buttress Billcare Billetaria Bulletin Bustling Bilico Billetaron Billetaria	1.423 3.283 6.172 705 3.236 3.076 6.192 1.244 2.312 4.370 6.123 6.151 3.797 6.099 3.967 2.961 2.567 2.629 1.995 3.160 3.323 1.940	882 2 035 3 827 437 2 367 1 1907 3 839 2 710 3 .796 3 .813 2 .214 3 .782 2 .459 1 .649 1 .237 1 .237
11	Hiroshima Maru Hitachi Maru Hokkai Maru dzumi Maru kai Maru kai Maru kai Maru linsen Maru Sagoshima Maru Kagoshima Maru Kanagawa Maru Kawachi Maru Kosai Maru Kosai Maru Kosai Maru Kosai Maru Mikawa Maru Mikawa Maru Mutsu Maru Mutsu Maru	HJGM HNST HJVN HJVN HKFG HLFV HKDW HKBR HLDB HKWF HQGJ HLCR HGRC HJVF HDGK HJWL HGPJ HJMB HFVJ	Buglehorn Billetaras Bursten Buttress Billeare Billetaria Bustling Bilico Billetaron Billetaria Billetara Billetaron Billetaro	3.283 6.172 705 3.236 3.076 6.192 1.244 2.312 4.370 6.123 6.151 3.797 6.099 3.967 2.901 2.567 2.629 1.995 3.160 3.323 1.940	2 035 3,827 437 1,907 3,839 772 1,433 2,710 3,796 3,813 2,214 3,782 2,459 1,691 1,237 1,237 1,237
12	Hitachi Maru Hokkai Maru kai Maru kai Maru kai Maru kae Maru se Maru Jinsen Maru Kagoshima Maru Kanagawa Maru Kanagawa Maru Kasuga Maru Kawachi Maru Kobe Maru Kobe Maru Kosai Maru Kosai Maru Kosai Maru Mikawa Maru Mikawa Maru Mikawa Maru Mikawa Maru Mutsu Maru Nagato Maru	HNST HJON HJVN HKFG HLFV HFMP HKDW HKBR HLDB HKWF HQGJ HLCR HKCB HGRC HJVF HDGK HJWL HGPJ HJMB HFVJ	Billetaras Bursten Buttress Billeare Billetaria Bulletin Bustling Bilico Billetaron Billetase Billetaron Billetase Billetico Billigue Bullirag Busybody Bruckenbau Bullock Buxomness Bumboat Bushelage	6.172 705 3.236 3.076 6.192 1.244 2.312 4.370 6.123 6.151 3.797 6.099 3.967 2.961 2.567 2.629 1.995 3.160 3.323 1.940	3.827 437 2.367 1.907 3.839 772 1.433 2.710 3.796 3.813 2.214 3.782 2.459 1.645 1.591 1.237 1.937
13 14 1 15 16 17 17 17 17 17 17 17	Hokkai Maru dzumi Maru kai Maru naba Maru se Maru Jinsen Maru Kagoshima Maru Kamakura Maru Kanagawa Maru Kasuga Maru Kasuga Maru Kasuga Maru Kasuga Maru Koshi Maru Kobe Maru Kokura Maru Kokura Maru Kokura Maru Mikawa Maru Mikawa Maru Mikawa Maru Mutsu Maru	HJDN HJVN HKFG HLFV HFMP HKDW HKBR HLDB HKWF HQGJ HLCR HKCB HGRC HJVF HDGK HJWL HGPJ HJMB HFVJ	Bursten Buttress Billcare Rilletaria Bulletin Bustling Bilico Billetaron Billetase Bilustre Billetico Billingue Bullirag Busybody Bruckenbaa Bullock Buxomness Bumboat Bushelage	705 3,236 3,076 6,192 1,244 2,312 4,370 6,123 6,151 3,797 6,099 3,967 2,901 2,567 2,629 1,995 3,160 3,323 1,940	437 2,367 1.907 3.839 772 1.433 2.710 3.782 2.414 3.782 2.45 1.645 1.691 1.419 1.237 1.959 2.060
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15 16 17 17 18 19 19 19 19 19 19 19	kai Maru naba Maru Jinsen Maru Jinsen Maru Kagoshima Maru Kamakura Maru Kanagawa Maru Kasuga Maru Kawachi Maru Koshi Maru Kokura Maru Kokura Maru Kosai Maru Matsuyama Maru Mikawa Maru Nagato Maru	HKFG HLFV HFMP HKDW HKBR HLDB HKWF HQGJ HLCR HKCB HGRC HJVF HDGK HJWL HGPJ HJMB HFVJ	Billcare Billetaria Bulletaria Bulletin Bustling Bilico Billetaron Billetase Bilustre Billetico Billingue Bullirag Busybody Bruckenbau Bullock Buxomness Bumboat Bushelage	3.076 6.192 1.244 2.312 4.370 6.123 6.151 3.797 6.099 3.967 2.629 1.995 3.160 3.323 1.940	1.907 3.839 772 1.433 2.710 3.796 3.813 2.214 3.782 2.459 1.645 1.691 1.419 1.237 1.959 2.060
16 17 1 19 19 19 19 19 19	naba Maru se Maru se Maru Jinsen Maru Kagoshima Maru Kamakura Maru Kanagawa Maru Kasuga Maru Kawachi Maru Kobe Maru Kobe Maru Kosai Maru Kosai Maru Kumamoto Maru Matsuyama Maru Miike Maru Nagato Maru	HLFV HFMP HKDW HKBR HLDB HKWF HQGJ HLCR HKCB HGRC HJVF HDGK HJWL HGPJ HJMB HFVJ	Hilletaria Bulletin Bustling Bilico Hilletaron Billetase Bilustre Billetico Billirag Bullirag Busybody Bruckenbau Bullock Buxomness Bumboat Bushelage	6.192 1.244 2.312 4.370 6.123 6.151 3.797 6.099 3.967 2.961 2.567 2.629 1.995 3.160 3.323 1.940	3.839 772 1.433 2.710 3.796 3.813 2.214 3.782 2.459 1.645 1.591 1.419 1.237 1.959 2.060
17 18 19 19 19 19 19 19 19	Ise Maru Jinsen Maru Jinsen Maru Kagoshima Maru Kamakura Maru Kasuga Maru Kawachi Maru Kowachi Maru Kokura Maru Kokura Maru Kokura Maru Matsuyama Maru Mikawa Maru Mutsu Maru Nagato Maru	HFMP HKDW HKBR HLDB HKWF HQGJ HLCR HKCB HGRC HJVF HDGK HJWL HGPJ HJMB HFVJ	Bulletin Bustling Bilico Billetaron Billetase Billetico Billetico Billingue Bullirag Busybody Bruckenbaa Bullock Buxomness Bumboat Bushelage	1.244 2.312 4.370 6.123 6.151 3.797 6.099 3.967 2.901 2.667 2.629 1.995 3.160 3.323 1.940	772 1.433 2.710 3.796 3.813 2.214 3.782 2.459 1.645 1.591 1.419 1.237 1.959 2.060
18	Jinsen Maru Kagoshima Maru Kamakura Maru Kanagawa Maru Kasuga Maru Kasuga Maru Kosuga Maru Kohe Maru Kosai Maru Kosai Maru Matsuyama Maru Mikawa Maru Nagato Maru	HKDW HKBR HLDB HKWF HQGJ HLCR HKCB HGRC HJVF HDGK HJWL HGPJ HJMB HFVJ	Bustling Bilico Billetaron Billetase Bilustre Billetico Bilingue Bullirag Busybody Bruckenbaa Bullock Buxomness Bumboat Bushelage	2.312 4.370 6.123 6.151 3.797 6.099 3.967 2.901 2.567 2.629 1.995 3.160 3.323 1.940	1.433 2.710 3.796 3.813 2.214 3.782 2.459 1.645 1.591 1.419 1.237 1.959 2.060
19 20 20 22 22 23 24 24 24 25 26 26 27 27 29 29 29 20 30 31 20 20 30 31 20 31 32 33 34 40 41 42 43 44 45 45 46 46 46 46 46 46 46	Kagoshima Maru Kamakura Maru Kanagawa Maru Kasuga Maru Kawachi Maru Koshi Maru Kokura Maru Kokura Maru Kosai Maru Kumamoto Maru Matsuyama Maru Miike Maru Mutsu Maru Nagato Maru	HKBR HLDB HKWF HQGJ HLCR HKCB HGRC HJVF HDGK HJWL HGPJ HJMB HFVJ	Bilico Billetaron Billetase Bilustre Billetico Bilingue Bullirag Busybody Bruckenbau Bullock Buxomness Bumboat Bushelage	4.370 6.123 6.151 3.797 6.099 3.967 2.901 2.567 2.629 1.995 3.160 3.323 1.940	2.710 3.796 3.813 2.214 3.782 2.459 1.645 1.591 1.419 1.237 1.959 2.060
20 1 2 2 2 2 2 2 2 2 2	Kamakura Maru Kanagawa Maru Kasuga Maru Kawachi Maru Kinshiu Maru Kobe Maru Kokura Maru Kosai Maru Kumamoto Maru Matsuyama Maru Miike Maru Mikawa Maru Nagato Maru	HLDB HKWF HQGJ HLCR HKCB HGRC HJVF HDGK HJWL HGPJ HJMB HFVJ	Billetaron Billetare Billetare Billetico Billirag Bullirag Busybody Bruckenbaa Bullock Buxomness Bumboat Bushelage	6.123 6.151 3.797 6.099 3.967 2.901 2.567 2.629 1.995 3.160 3.323 1.940	3.796 3.813 2.214 3.782 2.459 1.645 1.591 1.419 1.237 1.959 2.060
21 22 24 25 26 27 28 29 33 3 3 4 4 4 4 5 5 5 4 4 6 5 5 5 6 7 6 7 6 7 6 7 6 7 6 7 6 7 6 7	Kanagawa Maru Kasuga Maru Kawachi Maru Kinshiu Maru Kobe Maru Kokura Maru Kosai Maru Kosai Maru Matsuyama Maru Mikawa Maru Mutsu Maru Nagato Maru	HKWF HQGJ HLCR HKCB HGRC HJVF HDGK HJWL HGPJ HJMB HFVJ	Billetase Bilustre Billetico Bilingue Bullirag Busybody Bruckenbaa Bullock Buxomness Bumboat Bushelage	6.151 3.797 6.099 3.967 2.901 2.567 2.629 1.995 3.160 3.323 1.940	3,813 2,214 3,782 2,459 1,645 1,591 1,419 1,237 1,959 2,060
22 23 24 25 26 27 27 27 29 30 31 31 32 33 34 40 41 42 43 44 44 44 44 44 44 44 44 44 44 44 44	Kasuga Maru Kawachi Maru Kobe Maru Kokura Maru Kosai Maru Kosai Maru Mumamoto Maru Matsuyama Maru Mika Maru Mutsu Maru Nagato Maru	HQGJ HLCR HKCB HGRC HJVF HDGK HJWL HGPJ HJMB HFVJ	Bilustre Billetico Bilingue Bullirag Busybody Bruckenbau Bullock Buxomness Bumboat Bushelage	3.797 6.099 3.967 2.901 2.567 2.629 1.995 3.160 3.323 1.940	2,214 3,782 2,459 1,645 1,591 1,419 1,237 1,959 2,060
23 24 25 25 26 27 28 30 31 32 33 33 33 34 40 41 42 43 44 45 46	Kawachi Maru Kinshiu Maru Kobe Maru Kokura Maru Kosai Maru Kumamoto Maru Matsuyama Maru Miike Maru Mikawa Maru Nutsu Maru	HLCR HKCB HGRC HJVF HDGK HJWL HGPJ HJMB HFVJ	Billetico Billingue Bullirag Busybody Bruckenbau Bullock Buxomness Bumboat Bushelage	6.099 3.967 2.901 2.567 2.629 1.995 3.160 3.323 1.940	3.782 2.459 1.645 1.591 1.419 1.237 1.959 2.060
24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46	Kinshiu Maru Kobe Maru Kokura Maru Kosai Maru Kumamoto Maru Matsuyama Maru Milke Maru Mutsu Maru Mutsu Maru Mutsu Maru	HKCB HGRC HJVF HDGK HJWL HGPJ HJMB HFVJ	Bilingue Bullirag Busybody Bruckenbau Bullock Buxomness Bumboat Bushelage	3.967 2.901 2.567 2.629 1.995 3.160 3.323 1.940	2.459 1.645 1.591 1.419 1.237 1.959 2.060
25 26 27 28 29 30 31 32 33 33 34 35 36 36 37 38 38 40 41 42 43 44 44 45 46	Kobe Maru Kokura Maru Kosai Maru Kumamoto Maru Matsuyama Maru Mike Maru Mikawa Maru Mutsu Maru Nagato Maru	HGRC HJVF HDGK HJWL HGPJ HJMB HFVJ	Bullirag Busybody Bruckenbau Bullock Buxomness Bumboat Bushelage	2.901 2.567 2.629 1.995 3.160 3.323 1.940	1.645 1.591 1.419 1.237 1.959 2.060
26 27 28 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46	Kokura Maru Kosai Maru Kumamoto Maru Matsuyama Maru Miike Maru Mikawa Maru Mutsu Maru Nagato Maru	HJVF HDGK HJWL HGPJ HJMB HFVJ	Busybody Bruckenbau Bullock Buxomness Bumboat Bushelage	2.567 2.629 1.995 3.160 3.323 1.940	1.591 1.419 1.237 1.959 2.060
27 28 30 31 32 33 34 35 36 37 38 39 40 41 42 42 43 44 45 46	Kosai Maru Kumamoto Maru Matsuyama Maru Miike Maru Miike Maru Mikawa Maru Nutsu Maru	HDGK HJWL HGPJ HJMB HFVJ	Bruckenbau Bullock Buxomness Bumboat Bushelage	2.629 1.995 3.160 3.323 1.940	1.419 1.237 1.959 2.060
28 29 30 30 31 32 33 34 35 36 36 37 38 39 40 41 42 42 44 45 45 46 5	Kumamoto Maru Matsuyama Maru Milke Maru Mikawa Maru Mutsu Maru Nagato Maru	HJWL HGPJ HJMB HFVJ	Bullock Buxomness Bumboat Bushelage	1.995 3.160 3.323 1.940	1.237 1.959 2.060
29 30 31 32 33 33 34 35 36 37 38 38 39 40 41 42 42 43 44 45 46	Matsuyama Maru Miike Maru Mikawa Maru Mutsu Maru Nagato Maru	HGPJ HJMB HFVJ	Bumboat Bushelage	3.160 3.323 1.940	1.959 2.060
30 31 32 33 34 35 36 37 38 38 39 40 41 42 43 44 45 46	Miike Maru Mikawa Maru Mutsu Maru Nagato Maru	HGPJ HJMB HFVJ	Bushelage	1.940	2.060
31 32 33 34 35 36 36 37 38 38 38 40 41 42 43 44 45 46	Mikawa Maru Mutsu Maru Nagato Maru	HFVJ		A STATE OF THE	
32 33 34 35 36 37 38 38 38 40 41 42 43 44 45 46	Mutsu Maru Nagato Maru		Bunch		1.203
33 34 35 36 37 38 38 39 40 41 42 43 44 45 46	Nagato Maru	HGBO		9!1	565
34 35 36 37 38 39 40 41 42 43 44 45 46			Buncombe	1.854	1.149
36 37 38 39 40 41 42 43 44 45 46		HFRV	Bungle	2.473	1.533
37 F 38 S 39 40 41 42 43 44 45 46 5	Otaru Maru	HJVD	Butler	2,502	1.551
38 39 40 41 42 43 44 45 46	Owari Maru	HFNR	Bunnian	1.058	656
39 40 41 42 43 44 45 46	Riojun Maru	HKCR	Bilione	4.794	2.972
40 41 42 43 43 44 45 46	Sado Maru		Biligen	6,219	3,856
41 42 5 43 5 44 5 45 6 46 5	Sagami Maru	HFRS	Buoyance	1.885	1.169
42 5 43 5 44 5 45 5 46 5	Saikio Maru	HGQF	Buoyantly	2.913	1.653
43 5 44 5 45 5 46 5	Sakata Maru	HGMN	Burbolt	1.954	1.369
44 5 45 5 46 5	Sakura Maru		Butment	2,953	1.831
45 S	Sanuki Maru	HLDR	Biligkeit	6.117	3.793
46 5	Satsuma Maru	HFSN	Bulbous	1.866	1.157
	Seirio Maru	HBGD	Burdener	620	454
	Sendai Maru	HGWD	Burdensome	1.717	1.064
100	Shinagawa Maru	HBFD HDGL	Bureau	1.338	1.001
	Suminoye Maru	HFQL	Burgamot Burgeon	1,398 721	867
- 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1	Suruga Maru	HBFN	Burgess	746	447
	Tairen Maru	HKFC	Biliorsa	2,897	541
	Tamba Maru	HLPQ	Billonnage	6.102	1,796 3,783
	Tenshin Maru	HKST	Billar	2.910	1.676
	Tokai Maru	Company of the compan	Burgrave	1.117	692
	Tokio Maru	HGBV	Bulged	2,194	1.360
	Tosa Maru		Buttermilk	5.794	3.592
	Totomi Maru		Burial	1.947	1.396
	Tsuruga Maru	HBFJ	Burlesque	1,006	743
	Wakanoura Maru	нјок	Burlette	2.510	1,556
	Wakasa Maru	HLCW	Biltre	6.266	3.885
	Yamaguchi Maru	HKBL	Billetaba	3.287	2.038
	Vamashiro Maru	HFRP	Burliness	2.528	1,568
	Yawata Maru	HVGN	Bimane	3.813	2.364
	Yechigo Maru	HFLG	Burly	1.149	712
	Yeijio Maru	HKFB	Billetais	2.480	1.538
		HFQB	Bugler	2.305	1.429
67	Yokohama Maru	1000	944	6.000	1

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HEAD OFFICE.

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Captain Y. IWATO, Assistant Superintendent.

- Y. MATSUYAMA, Assistant Superintendent.
- S. KAGAWA, Acting Assistant Superintendent.

Department of Supplies.

T. TANAKA, Acting Manager.

Department of Accounts.

K. KAGAMI, Acting Manager. Y. NAGATOMI, Acting Assistant M'ger

Tokyo Lighter's Department.

K. MAKITA, Manager.

Stores Department.

G. ISHIZAWA, Manager.

S. NINAGAWA, Acting Assistant M'ger.

Printing Office.

T. TANAKA, Acting Manager.

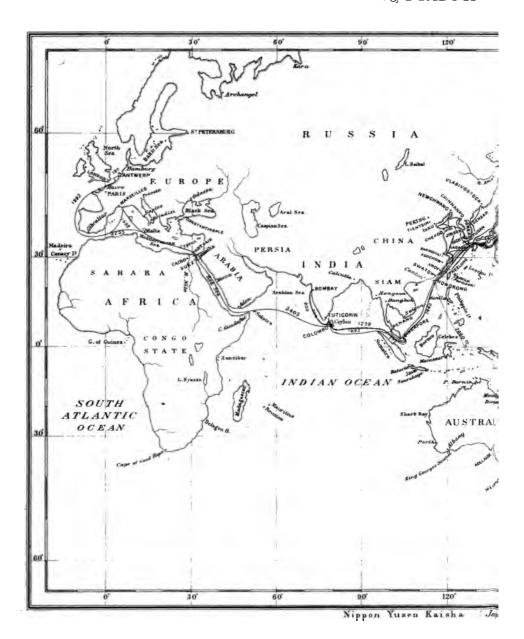
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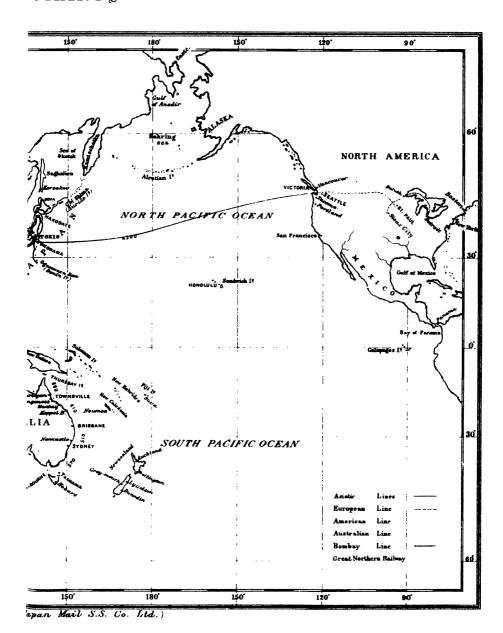
BOMBAY, (Yusen) Т. Kusumoto, Mana,	ger.
FUSAN, A. SHIMAMURA, Acting Mana	ger.
Gensan.	
FUSHIKI, S. TSUNEKAWA, Mana	ger.
HAKODATE, S. SAKAKI, Mana	ger .
Aomori.	
Hachinohe.	
Muroran.	
Nemuro.	
HONG KONG (Morioka) A. S. MIHARA, Mana	ger
JINSEN T. Tojo, Mana	ger .
KEELUNG K. KONDO, Acting Assistant Mana	
KOBE, (Yusen) T. YATSUI, Mana	ger.
R. Inouye, Assistant Mana	ger.
B. Ogura, Acting Assistant Mana	ger.
Sakai,	
Onomichi.	
LONDON, (Yusenkai) T. H. JAMES, Mana	ger.
R. Negishi, Assistant Mana	-
Captain W. H. FORBES, Assistant Superintend	

NAGASAKI (<i>Yusen</i>) K. Yoshisuye, Manager. OSAKA
T. KIUTOKU, Acting Assistant Manager.
Kioto,
Tsuruga.
OTARU S. YANAGI, Manager.
SHANGHAI, (Yusen) K. NAGAI, Manager.
SHIMONOSEKI M. KATTO, Manager.
Moji.
TOKYO G. HARUTA, Manager.
B. Ogoshi, Assistant Manager.
Oginohama.
TSUCHIZAKI K. OKADA, Acting Manager.
VLADIVOSTOCK, (Yusen) T. TERAMI, Manager.
K. NAKAMURA, Acting Assistant Manager.
YOKKAICHI M. Osaki, Manager.
Handa.
Nagoya.
Tsu.
YOKOHAMA, (Yusen) T. HAYASHI, Manager.
I. WADA, Acting Assistant Manager.
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NEWCHWANG, (Bandinel) Messis. Bandinel & Co.
NIIGATA
NAOYETSU Mr. M. HAMA.
PENANG, (Boustead) Messrs, Boustead & Co.
PORT SAID, (Worms) Messrs. Worms & Co.
SAIGON Messrs. Hale & Co.
SAKATA
SEATTLE, (Nippon) THE GREAT NORTHERN RAILWAY CO.
SINGAPORE, (Paterson) Messis, Paterson, Simons & Co.
SUEZ, (Worms) Messrs. Worms & Co.
SWATOW Messis, Bradley & Co.
SYDNEY, (Jenolan) Messes, Burns, Philp & Co., Ltd.
TAKOW, (Bain Anging) Messrs. Bain & Co.
THURSDAY Is. (Jenolan) Messrs. Burns, Philp & Co., Ltd.
TIENTSIN, (Philippot) Messrs. A Philippot & Co.
TUTICORIN, (Yusen) Messrs. A & F. Harvey.
TOWNSVILLE, (Jenolan) Messes, Burns, Philp & Co., Ltd.
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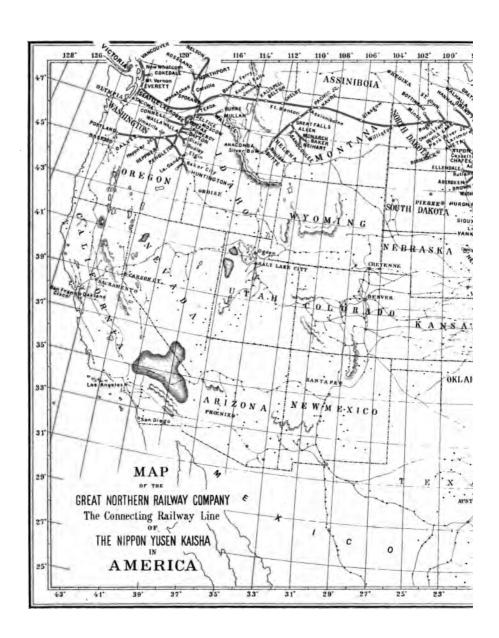


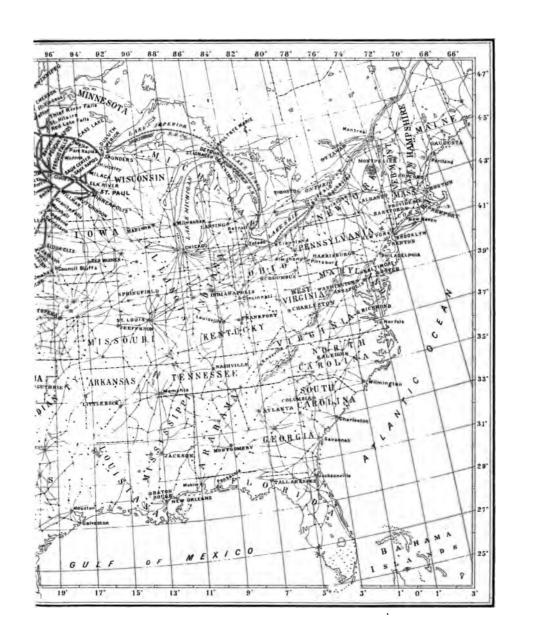




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Particulars of the Company's Services.

(1) EUROPEAN LINE.

The Company have a regular fortnightly service between Yokohama, London and Antwerp, calling on the way at Kobe, Shimonoseki (occasionally), Hongkong, Singapore, Penang, Colombo, Port Said and Marseilles on the outward

voyage to Europe, taking through cargo to various ports on the Continent of Europe, whilst on the voyage homeward to Japan the ports of Marseilles and Penang are omitted. The voyage homeward from London to Japan takes only 45

either at Hongkong or Kobe, with the principal ports of China, Corea, Australia, &c. The special feature of the Line is the direct service between the Orient and the Occident without change of steamers at any intermediate port.

days, and can be made to connect,

Twelve New Twin Screw



Steamers, "Bingo Maru," "Hakata Maru," "Hitachi Maru," "Inaba Maru," "Kamakura Maru," "Kanagawa Maru," "Kawachi Maru," "Sado Maru," "Sanuki Maru," "Shinano Maru," "Tamba Maru," and "Wakasa Maru," of over 6000 tons each, are employed on the Line. They were specially designed for the Service, are lighted throughout by electricity, and fitted with the latest modern improvements for safety and comfort. The first class cabins, situated on the promenade deck amidships, are spacious and well ventilated. second class cabins, are also large and well fitted, and will almost bear comparison with the first class cabins of ordinary steamers. The Dining Saloons are on the main deck. A well qualified surgeon on board each steamer attends gratis to passengers requiring his services, and washermen are available at moderate charges.

(2) BOMBAY LINE.

The Company's Service on this route is maintained between Yokohama and Bombay with three fast steamers of over 3000 and 4000 tons, which have excellent accommodation for a limited number of cabin passengers. They call *en route* at Kobe, Shimonoseki (outward only), Hongkong, Singapore and Colombo. On the voyage homeward Tuticorin is sometimes called at and Shimonoseki and Colombo are generally omitted.

(3) AUSTRALIAN LINE.

Regular monthly communication is established between Yokohama and Melbourne viâ Kobe, Shimonoseki, (outward only), Nagasaki, Hongkong, Manila, Thursday Island, Townsville, Brisbane and Sydney.



First Class Dining Saloon, Australian Liners.

The three sister ships "Kasuga Maru," "Futami Maru," and "Yawata Maru," of about 3800 tons each, only lately built on the Clyde are now employed on the Line. These are altogether unrivalled on the route as passenger boats, being supplied with every improvement that the art of ship-building has developed. Well qualified surgeons, stewards and stewardesses are carried by these steamers, and their gratuitous services are always at passengers' command. Through

tickets and through bills of lading are issued to Adelaide and the principal ports of New Zealand and New Caledonia.

(4) AMERICAN LINE.

The Company maintain a regular 4-weekly service to Canada and the United States of America. Its termini are Hongkong and Seattle, and it touches at Kobe, Yokohama and Victoria connecting at Seattle with the Great Northern Railway.

The latter railway, passing through the valley of the Columbia River and the Rockies, offers scenic attraction of a most exceptional character. The rail equipment is of the



Social Room, Australian Liners

highest quality, being far superior to that of other Pacific Lines, and there is the further convenience of a handsomely equipped Buffet Library car, which in itself is a great comfort and convenience to tourists.

Through tickets and through bills of lading between Yokohama, Kobe, Hongkong, Shanghai, Vladivostock and other principal ports of Japan, China, Corea, Straits Settlements, Java, the Philippine Islands and places in America and Europe, are issued by both Companies on application.

The maritime communication is maintained by three steamers of between 4000 and 5000 tons gross, provided with accommodation fully up to the highest modern standard.

(5) SHANGHAI LINE.

The "Saikio Maru," (2913 tons)," "Kobe Maru," (2901 tons) and "Yamashiro Maru," (2528 tons), which ply on this line, are known to all that have travelled by them as the most excellent and comfortable passenger boats in the Far East.

The steamers leave Yokohama every Wednesday at noon and arrive at Shanghai the following Wednesday, calling on the way at Kobe, Shimonoseki and Nagasaki. On the homeward voyage, they leave Shanghai on Saturday morning and arrive at Yokohama on the following Friday afternoon, viâ the above-mentioned intermediate ports.

The world-renowned *Inland Sea* (Seto-uchi) is traversed during the day-time, expressly for the convenience of passengers, in order that they may have an opportunity of viewing the lovely and varied scenery presented by this land-locked sea from entry to exit.

In Summer months, the company issues Excursion Tickets between Shanghai and Nagasaki at a greatly reduced rate for 1st class return passengers.



Smoking Room, Australian Liners.

(6) HONGKONG-VLADIVOSTOCK LINE.

This Line is in summer months, one of the routes most patronized by foreign residents in the Far East as well as by tourists, for it affords an opportunity of visiting many interesting ports in Japan, China and Corea, the steamers calling at Swatow, Amoy, Shanghai, Chefoo, Jinsen, (Chemulpo) and Nagasaki, on the outward voyage from Hongkong to Vladivostock, and on the homeward voyage from Vladivostock, at Gensan, Fusan, Nagasaki, Chefoo, Shanghai, Foochow,



Second Class Dining Saloon, Australian Liners.

Amoy and Swatow back to the starting point, Hongkong, taking about 50 days for the round trip.

The steamers will also call at Weihaiwei on both outward and homeward voyages.

During the depth of winter, when the frozen harbour of Vladivostock makes navigation thither impracticable, the service to that port is suspended.

(7) KOBE-VLADIVOSTOCK LINE.

The Line conducted with two passenger boats, and running regularly between Kobe and Vladivostock viā Shimonoseki, Nagasaki, Fusan and Gensan, traversing the picturesque and smooth waters of the Inland Sea on both the outward and homeward voyages, is especially patronized by the residents of Vladivostock, who thus exchange the severe winter of that place for the mild and healthy climate of Nagasaki.

(8) KOBE-NEWCHWANG LINE.

NEWCHWANG, the principal port of the Liaotung Peninsula, was occupied by the Japanese army in the Japan-



Second Class Cabin, Australian Liners.

China War of 1894-95. It is the terminal port on this line, which is served by the Company's S.S. "Higo Maru" (1405 tons) at regular intervals of four weeks. Every arrangement is made for the comfort of passengers.

The steamer calls en route at Shimonoseki, Nagasaki, Tsushima, Fusan, Jinsen (Chemulpo), Mokpo, Chefoo and Taku (outward only), the last being the outport for Tientsin.

In midwinter, Chetoo becomes the terminus and trips are made once a month.

(9) KOBE-TIENTSIN LINE.

The S.S. "Genkai Maru" (1409 tons), which was expressly built for this traffic, affords excellent accommodation for passengers. It runs regularly between Kobe and Tientsin or Tongku every four weeks, calling at Shimonoseki, Nagasaki, Fusan, Jinsen, Mokpo and Chefoo en route. This voyage is practically identical with that taken by S.S. "Higo Maru," the terminal port only being different. Hence passengers by one line may enjoy the facility of returning by the other, thus having an opportunity to "stop over" at any of the ports of call.



In midwinter the river at Tientsin becomes frozen, and communication is limited to the Kobe-Jinsen service once a month.

(10) KOBE-CHINNAMPO LINE.

The commercial importance of the Hermit Country, Corea, as well as the politicial, being more and more recognized, the Company have established a regular three-weekly line between Kobe and Chinnampo (Corea), under mail contract with the Imperial Japanese Government. The service has been started on the 26th March, 1899, with a steamer between the above mentioned ports, calling on the way at Shimonoseki, Fusan and Jinsen.

(11) KOBE-OTARU LINES.

The Main Island of Japan is completely encircled by these lines. Starting from Kobe in opposite directions, one line goes eastward viâ Yokohama, and is termed the Eastern Route; the other going westward through the Inland Sea, is called the Western Route, the particulars of which are as follows:—

THE EASTERN ROUTE.

Half dozen to a dozen large steamers, differing in number according to the seasons of the year, run between Kobe and Otaru thrice a week viâ Yokohama, Oginohama (from

whence the renowned Matsushima or the "Myriad Pine Islands" is accessible) and Hakodate.

THE WESTERN ROUTE.

This route is served by a half dozen steamers of good carrying capacity. Starting from Kobe, the vessels pass



Cabin an Suite.

through the famous Inland Sea, call en route at Onomichi, Shimonoseki, Sakai, Tsuruga, Fushiki and Hakodate, and proceed to Otaru. In addition to the above places, Naoyetsu, Niigata, Sakata and Tsuchizaki and sometimes Futa-

mi, Kamo, Honjo, Noshiro, Yesashi, &c. become places of call during the summer months, and Sado Island and Funakawa are visited during the winter.

(12) KOBE-KEELUNG LINE.

A regular semi-monthly service is maintained between Kobe and Keelung (Formosa) viâ Shimonoseki, under special contract with the Formosan Government. The steamship employed is the "Yokohama Maru" (2305 tons), which leaves Kobe for Keelung on the 3rd and 18th of each month and Keelung for Kobe on the 10th and 25th, taking about 4 days for the single voyage.

The S.S. "Yokohama Maru," had the honour, on one

occasion, of carrying His Majesty the Emperor. It has splendid accommodation for cabin passengers, and, moreover, the line is the direct route between the Main Island (Hondo) of Japan and Formosa, the territory acquired in the sequel of the recent war with China. The steamer is consequently a favourite boat.



Spar Deck S.S. Saikio Maru. S.S. Kobe Maru.

(13) YOKOHAMA-BONIN ISLANDS LINE.

The Company maintain a monthly service under the auspices of the Tokyo Municipal Government, between Yokohama and the Bonin Inlands $vi\hat{a}$ Hachijo-Jima and sometimes Miyake-Jima. At a certain season of the year, Torijima, Awo-Jima and Muko-Jima are called at.

(14) AOMORI-MURORAN LINE.

Steamship communication between the Main Island of Japan and Hokkaido (Yezo) is maintained by the Company with three steamers, which leave each port daily, calling at Hakodate on the way.



Promenade Deck, S.S. Saikio Maru. S.S. Kobe Maru.

At Aomori
this route connects with the
Nippon Railway
Company's main
line, and at Muroran with that of
the Tanko Railway Company.

In addition to the services already enumerated, the Company maintain the following Lines throughout the whole year.

Yokohama-Yokkaichi Line. Yokohama-Kobe Line.

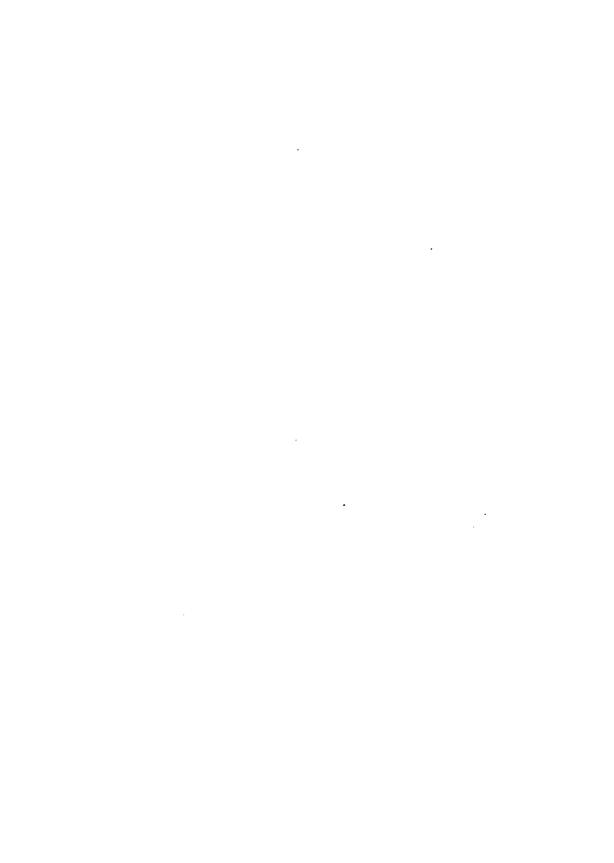
Hakodate-Nemuro Line.

Otaru-Soya Line.

Nemuro-Kurile Islands Line.

The last three lines are those by which the freight and passenger traffic of Hokaido is chiefly effected.

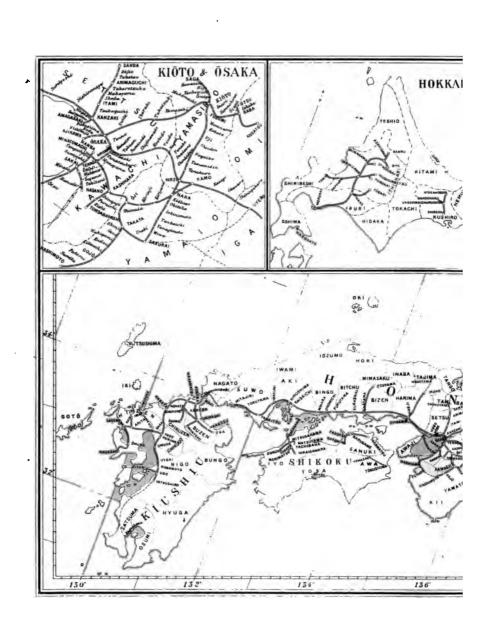
There are also frequent services between the coast ports of Japan.

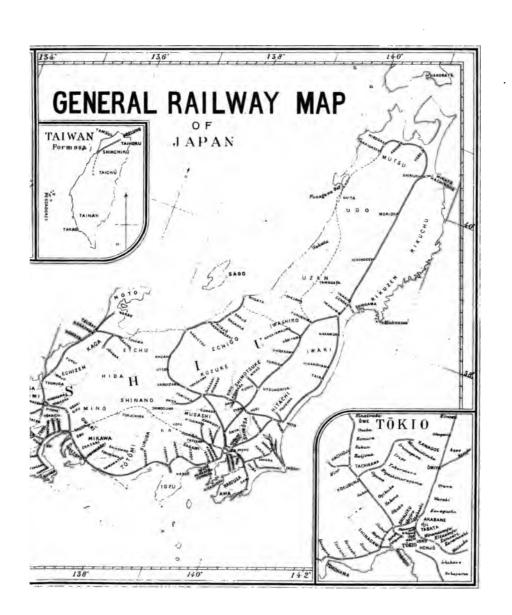












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IMPORTANT NOTICES TO PASSENGERS.

I. TO THOSE WRITING FOR INFORMATION.

Parties making inquiry, by either letter or telegram, for the purpose of purchasing tickets, are requested to bear in mind that there is a material difference between engaging a STATE-ROOM or CABIN and a BERTH. A first class cabin of the Company's steamers generally contains two berths, and a second class cabin, four, six or rarely eight berths.

As it frequently happens that people ordering passages confound these terms state-room or cabin and berth, it is requested that a distinct statement be made whether a berth or a whole state-room or cabin is required, and whether the accommodation is desired on the main deck, on the upper or on the bridge, if any. It is also essential that mention should be made of the name of the steamer, place and date of embarkation, the destination, the number in party, giving names and sexes, and if not adults, their ages, together with an indication of those who are to occupy a state-room together.

The purchasers of round trip tickets will do well to arrange for their return passage, when they procure the tickets or upon arrival at the destination. Thereby they will avoid possible disturbance which otherwise may be caused in the programme of their intended journey.

II. LETTERS AND TELEGRAMS ADDRESSED TO PASSENGERS ON BOARD THE COMPANY'S STEAMERS.

Letters or telegrams sent to overtake passengers at ports of call should be addressed to the care of the N.Y.K.'s managers or agents at the respective ports. To facilitate delivery on board the steamer, it is advisable to state in which class the passenger is travelling, and to write an address on the flap of the envelope, notifying the place to which the letter may be returned or forwarded in case it misses the steamer. Whilst every care will be taken in dealing with passengers' letters, the Company will not be responsible for non-delivery, loss or delay.

III. CAUTION TO ARTISTS, PHOTOGRAPHERS, ETC.

In Japan, fortresses, naval dock yards, naval stations, &c. are generally forbidden to be sketched or photographed, and the persons detected infringing this rule are liable to be arrested by the authorities; they are, therefore, advised to consult with a policeman or a gendarme previous to sketching or photographing a place they are unacquainted with, in order to avoid any unexpected trouble relating thereto.

CONDITIONS OF PASSAGE.

Tickets are issued subject to the following conditions and regulations:-

Ship's Regulations.—The Company will not be responsible for detention, loss or damage arising from tempest, shipwrecks, stranding, collision, unavoidable putting into port, change of route or of steamers, quarantine, jettison, fire, pillage, piracy, barrarry and any accident or damage of the sea, whatever.

Passengers dangerously ill or suffering from a contagious disease or mentally deranged, cannot be admitted on board the steamer. In the event of either of such afflictions declaring itself in the course of the voyage, the person will be landed at the nearest port of call, and such detention will be at the passenger's own expense, who will after convalescence, be entitled to resume his or her journey on one of the Co.'s steamers.

Passengers must comply with the regulations of connecting Railway and Steamship Companies, as well as with the Company's regulations, for general comfort and safety.

Passport.—Passengers must conform to the regulations of the various countries with regard to passports, and if required, the passports must be deposited at the Company's Branch Office or Agency at the port of embarkation.

Non-Connection.—The Company waive all responsibility in case of non-connection between the steamers of their different lines, undertaking in such cases to convey passengers to their destinations by the next steamer.

Passengers must bear the expenses of their stay at the port of transhipment and all other consequences arising from non-connection.

Expenses in Landing, Embarking, &c.—All the expenses incurred in landing and embarking or transferring baggage from one steamer to another, are to be defrayed by passengers themselves.

Quarantine expenses are to be borne by passengers.

Sailing Dates given in the time tables published by the Company, are approximate and subject to variation, but will as far as possible be adhered to.

Application for Tickets can be made at any Branch Office or Agency of the Company, by stating their names, addresses, &c.

Tickets are not transferable.

Passengers Booking on Board are charged 10 per cent above the ordinary fare. (The accommodation of such passenger is guaranteed only as far as the next port of call.)

Engagement of Berth.—A berth will not be considered engaged until half the passage money has been paid, the balance to be paid before embarkation.

Cabin passengers are entitled to a single berth only in a cabin, and are let on the condition that the passengers may be transferred (except where the whole of the cabin is specially engaged) from one cabin to another, if required to accommodate passengers. Such transfer will be made into cabin as similar as practicable. The exclusive use of a whole cabin may be secured upon paying, in addition to the regular fare, one half for every berth unoccupied contained in the same cabin. The extra accommodation however will not be granted to the exclusion of other passengers.

For change to superior class or to have the exclusive use of a whole cabin, application must be made to the Agent on shore beforehand whenever possible.

CHILDREN travelling with parents or guardian are required to pay as follows:—

AUSTRALIAN LINE.

Under 3 Years.......Free for one, (others ‡ fare).
Under 5 Years......Quarter fare.
Under 12 Years......Half fare.

AMERICAN LINE.

Under 2 Years.......Free for one, (others \(\frac{1}{2}\) fare).

Under 5 Years......Quarter fare.

Under 12 Years.......Half fare.

OTHER LINES.

Under 4 Years......Free for one, (others \(\frac{1}{2} \) fare).

Under 12 Years......Half fare,

No berth is allowed to a child carried free. A berth is provided for a child paying half fare, but one berth only is allowed for 2 children paying half fare each or 4 children paying quarter fare each.

Servants must be provided with tickets in the same manner as other passengers. Servants paying third class fares may enter the saloon to wait on their masters, but will not be permitted to eat or sleep in cabin.

Reduction.—Some special reductions to naval and military officers, persons in diplomatic services, missionaries, &c., can be obtained on some lines on application with their certificates.

All Passage Money is payable in advance, and the Passenger Tariffs are subject to variation when necessary.

The passage money of the 1st and 2nd class tickets is inclusive of table, bedding, linen, attendance, bath &c., in fact, everything requisite for the comfort of passengers, but exclusive of aerated water, beer, wine and spirits.

Available Period for Tielests.—Tickets are only available for the steamer for which they are issued. But they can be made available for the following steamer, if application for such transfer be made to the Co.'s Agent, within 24 hours after the departure of the steamer, always provided there is room on board.

Tickets are available for a single trip for a period not exceeding six months.

Return Order.—A return order is generally available for 90 days, unless otherwise arranged, exclusive of the day of issue. It is not transferable.

Change of Route.—Should passengers wish to change their route at an intermediate port, the prepaid passage money less the regular fare of the accomplished portion of voyage will be refunded, and a fresh ticket to the new destination will be issued, but when the passage is not continued, passage money will not be refunded.

Unaccomplished Voyage.—Passengers will not be entitled to refund of fare for an unaccomplished portion of voyage, but the purchasers of round trip tickets who have availed of a single trip only, are entitled to the refund of return fare less to per cent, when applied for within the time limit.

Stop Over will be allowed at any port of call. But the application for the privilege should be made, as far as practicable, to the Agent at port of embarkation; otherwise, to the purser, previous to leaving the steamer.

Passengers availing themselves of this privilege must obtain endorsement on their tickets or stop-over-passes from pursers, previous to leaving their steamer. When re-embarking, the passengers must be properly booked at the Co.'s Branch Office or Agency before embarkation; otherwise, the Company cannot guarantee any accommodation on board.

Tickets may be cancelled and fares less 10 per cent refunded, if application be made within 24 hours after the departure of the steamer for which they were issued.

Baggage.—Passengers are allowed the following baggage free: -

	Long Voyage. Short Voyage.
Adult 1st Class Passenger	350 lbs. (40 cft.) 100 lbs.
Adult 2nd Class Passenger	250 lbs. (30 cft.)75 lbs.
Adult { Intermediate passenger	150 lbs. (20 cft.)50 lbs.

Children in proportion to the fares paid. Passenger taking a reserve berth on paying 50 per cent additional fare is entitled to take a double allowance. Any excess is to be paid for at the current freight rates.

The baggage of passengers must contain their personal effects only; merchandise and treasure exceeding 500 Yen must be declared and freight paid according to the tariff rates. Any passenger detected in infringing this rule will be charged five times the ordinary tariff rate.

Packages must be distinctly marked with the names of passengers and destinations in full. Access can be obtained to the baggage room during the voyage at arranged times.

Only trunks, bags or such other baggage of moderate size as will not soil the state-rooms, will be allowed therein.

Passengers are prohibited from conveying beer, wine and spirit of any kind on board. These may be purchased on the Co.'s steamships at reasonable prices,

Passengers are strictly prohibited from carrying articles of explosive or inflammable nature, likely to endanger or damage other goods, among their baggage, without permission of the commander. Any one violating this rule will be fined Yen 500, as prescribed by the law of Japan.

Dogs, cats, pet-birds and other small domestic animals will be carried on deck at owner's risk. They must be kept in cages or dog kennels; the cages, kennels and food to be provided by owners themselves, unless specially arranged otherwise. The rate of charges for them varies from ½ to ½ of the 3rd class passage rates according to sizes, the particulars of which can be obtained from pursers or agents. No dogs will be accepted to the European Ports.

All baggage is at owner's risk on board steamer, and passengers themselves must arrange for the insurance against sea damage, sea risk, &c. In case of being lost, the Co. will make every effort to recover the same.

Deck chairs received on board at passengers' risk.

Baggage not claimed is deposited with the Branches, Agencies or Custom Houses at the owner's risk and expense.

Bicycles and Tricycles carried on board at owner's risk upon payment of current freight rates.

CABIN REGULATIONS.

The following cabin regulations, printed both in English and Japanese, are posted on board the Company's steamers.

- (a) Smoking is prohibited in the cabins and saloon. In the places where it is allowed (upper deck and smoking room), passengers should be careful not to drop matches or burning tobacco.
- (b) All lights will be extinguished at 11 o'clock p.m. None will be allowed after that hour except in case of sickness, when permission must be obtained from the commander.
- (c) Passengers must on no account light candles, paper lanterns or lamps, whether belonging to themselves or to the ship, nor must they on any account use fire-pots (Hibachi and Tabako-bon).
- (d) Dogs, birds, or animals of any kind are not allowed in the cabins or state-rooms. All such must be shipped as freight and paid for,
- (e) Passengers are strictly prohibited from carrying gunpowder or any article of an explosive or inflammable nature among their luggage.
- (f) Only trunks, bags or such other luggage as will not soil the state-rooms will be allowed therein.
- (g) Passengers are requested to take all possible care of their baggage. In case of its being lost, the company will not be responsible, but will make every effort to recover the same.
- (h) The wearing of Japanese Geta (clogs) in any part of the ship is prohibited.
- (i) Gambling is strictly prohibited.

4.

- (¿) A proper respect for the passengers requires that every one should appear at the table in decent apparel; no one who is not decently dressed will be allowed to sit down.
- (1) At meals, passengers will please occupy the seats assigned to them.
- (m) Passengers wishing for wine at meals will please order before the bell rings, as the servants will not be allowed to leave the table until all are served.
- (n) Passengers are requested to report to the commander any want of attention or incivility on the part of the servants.
- (o) An inspection of the cabins or state-rooms by the officers of the ship will take place at 11 o'clock a, m.

- (p) Guns or pistols must not be fired from any part of the vessel without commander's permission.
- (q) Bedding or other articles must not be removed from the cabins or state-rooms.
- (r) Passengers are requested not to enter places provided for the exclusive use of the ship's officers and crew.
- (s) Passengers are requested not to converse with the officers on deck. No interference with the officers and crew in the performance of their duty will be tolerated,
- (1) In the event of accident, passengers are assured that every exertion will be made by the commander and officers of the ship to protect life and property.
- (u) Unnecessary excitement and confusion will only serve to increase the danger. Any attempt to take possession of the boats or life-rafts will be at the peril of those making it; but passengers are requested to hold themselves in readiness to render any assistance that may be required of them by the commander.

Passengers are notified that false alarms of fire by ringing the bell or blowing the whistle are occasionally given during the voyage for the purpose of drilling the crew. This notice is given in order that passengers may feel no uneasiness on such occasions.

CAUTION.

500 YEN AND 200 YEN PENALTIES.

DANGEROUS GOODS.

The Nippon Yusen Kaisha hereby give notice that they will not receive on board of their vessels any goods of a dangerous or damaging nature; and the attention of shippers and passengers is specially directed to the following clauses in the "Imperial Act of 1873," relative to articles of this description, which run in substance as follows:—

"If any person sends or attempts to send by any vessel any dangerous and danaging goods such as Gunpowder, Saltpetre, Sulphur, Oil, Liquids or any other goods of dangerous and putrescible nature without distinctly marking their nature on the outside of the package containing the same, or writing on the Bill of Lading the nature of such goods, or getting permission of the master or owner of the vessel at or before the time of sending the same to be shipped, or taking the same on board the vessel, he shall incur a penalty not exceeding FIVE HUND-"RED YEN.

"If any person knowingly sends, or attempts to send, by any vessel any goods of a dangerous and damaging nature, under a false description, he shall incur a fenalty not exceeding FIVE HUNDRED YEN; and if such goods, when found, are not reported to the authorities by the master or owner of the vessel, the said master or owner shall be liable to a penalty not exceeding TWO HUND-"RED YEN."

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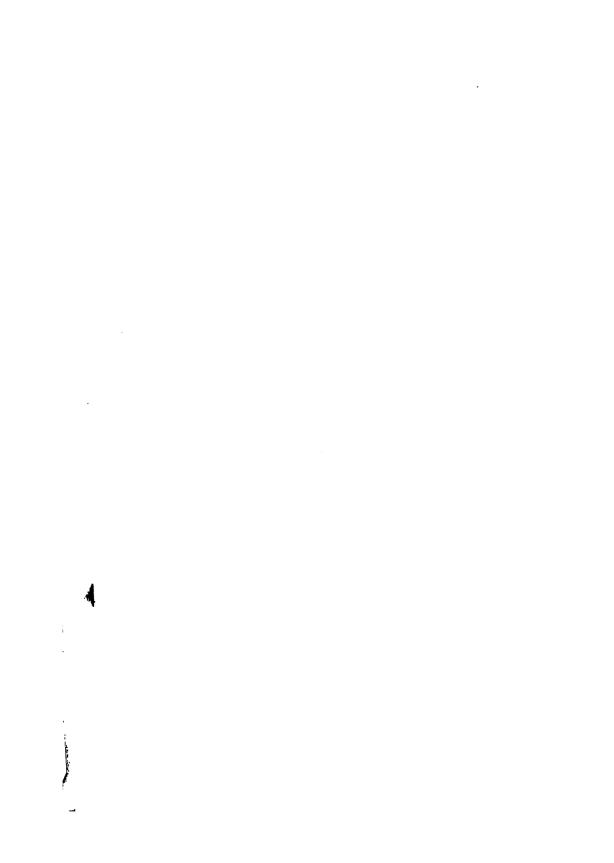
General Information

FOR -

Travellers.









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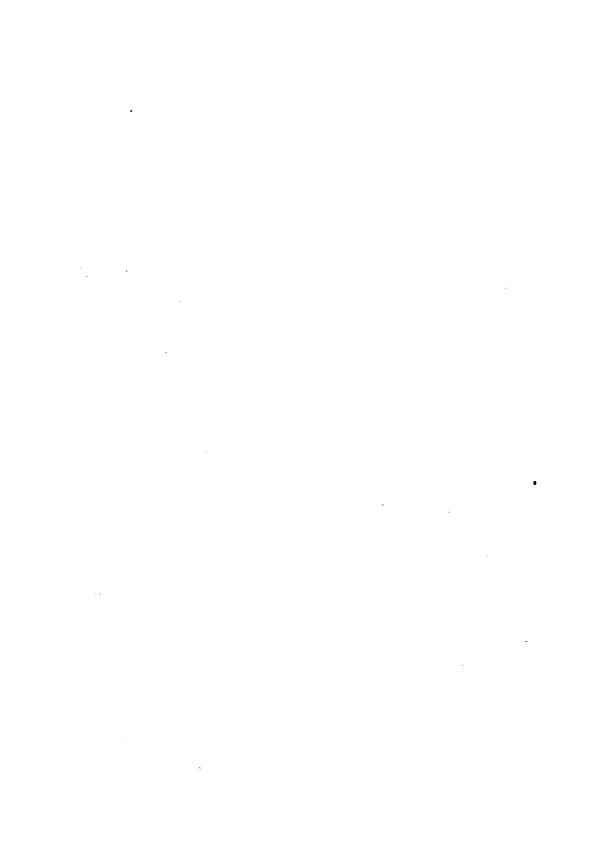
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General Information

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GENERAL INFORMATION

FOR

TRAVELLERS.

For the guidance of passengers by the Company's steamers, the writer herewith appends brief sketches of the principal ports and places of note or interest in Japan, together with a few notes and suggestions which may be found useful to strangers.

Nagasaki.

NAGASAKI, the first port of entry for ships coming from the south or west to Japan, lies at the head of an inlet some three miles long, and from half a mile to a mile in width, with shores indented by bays and sloping up to thickly wooded hills. This fiord forms a splendid anchorage, and has been largely used during the past twenty years by steamers coming there to coal. The foreign commerce of the place is not so extensive as it was formerly, and unless advantage be ultimately taken of the facilities it offers for manufacturing purposes, Nagasaki seems destined to lose

some of the importance it once possessed. Previously to the sixteenth century, it was a small, unnoted town, but becoming thenceforth the chief settling place of native Christians and mart of Portuguese and Spanish trade, it gradually rose to consequence, and even after the suppression of Christianity and the exclusion of all Occidentals except the Hollanders, it continued to receive consideration as the only place where foreign commerce, in the hands of the Dutch and Chinese,



' Hitachi Maru" Just out from the Mitsubishi Dock, Nagasaki.

was tolerated. Admirable docks have been constructed there with extensive and fully equipped engine works. The Company's S. S. "Hitachi Maru" of over 6,000 tons, now on the European Line service was constructed in one of the shipbuilding yards, and another sister boat is being built there at present. But as these docks are situated on the

western shore of the fiord the brisk atmosphere of business that pervades them does not disturb the dolce far mente of the town on the eastern side, where, under the shadow of forests of tombstones that cover the over-looking hills, the citizens seem to live in the company of their dead and the memory of their past. Nothing can exceed the tranquil loveliness of this gate through which the tide of Western civilization first flowed into Japan, and nothing can be less appropriate to such an environment than the coaling operations constantly taking place in the harbour, where myriads of men, women and children, organized to mechanical regularity of action, transfer the fuel from lighters to ship's bunkers with rapidity said to be unequalled elsewhere. Extensive coal beds exist in the vicinity of Nagasaki, and Takashima is one of the most famous. The Japanese town, spread over a space two miles long by three-fourths of a mile in extreme width, here lying along the shore, there climbing up precipitous slopes, has a population of over seventy thousand. On its south-west is Deshima, where for two centuries the Dutch trading community was willing to live in humiliating isolation; and on the east, its water frontage extending half a mile and the hills behind serving for villa-sites, lies the foreign settlement, with over 1,000 residents. Some charming spots in the vicinity constitute health-resorts often visited in the summer by foreigners from China but offering no special attractions to tourists. There are several foreign hotels, and there is only one daily paper, the Nagasaki Press, a public hall and a club.

Tourists interested in Japan's naval resources or in her keramic history, will do well to take Nagasaki as a base for visiting the Sasebo Naval Station and the Arita Potteries. Daily a small steamer leaves Nagasaki for Sasebo, and creeping along the coast through a series of lovely sea-scapes, reaches her destination in eight hours. The route to Arita is more complicated but scarcely less beautiful, and the journey is well repaid by inspection of one of the best porcelain factories to which Japan owes her keramic reputation.

CONSULATES.

Austro-Hungary. Germany. Portugal.

Belgium. Great Britain. Russia.

China. Italy. Spain.

Denmark. Netherlands. Sweden.

France. Norway. U.S. of America.

HOTELS.

Belle Vue Hotel. Cliff Hotel.

Nagasaki Hotel. &c., &c., &c.

BANKS.

Bank of China, Japan and the Straits, L'd. Banque de l'Indo-Chine.

Bergisch Markische Bank.

Chartered Bank of India, Australia and China. Comptoir National d'Escompte de Paris.

Deutsch Asiatische Bank.

Hong Kong and Shanghai Banking Cor.

Jacob E. Dybwad Bank.

Mercantile Bank of India, Ltd.

National Bank of China, Ltd.

Russo-Chinese Bank.

STEAMSHIP COMPANIES.

" Apcar" Line of Steamers.

Austrian Lloyd's S. N. Co.

"Ben" Line of Steamers.

California & Oriental S. S. Co.

Canadian Pacific S. S. Co.

China Mutual S. N. Co., L'd.

China Navigation Co., L'd.

Compagnie des Messageries Maritimes.

Compania Maritima.

Eastern and Australian S. S. Co., L'd.

"Glen" Line of Steamers.

Hamburg-America S. S. Line.

Indo-China S. N. Co., L'd.

" Mogul" Line of Steamers.

NIPPON YUSEN KAISHA.

Norddeutscher Lloyd.

Northern Pacific S. S. & Railway Co.

Ocean Steamship Co.

Occidental & Oriental S. S. Co.

Oregon Railway & Navigation Co.

Osaka Shosen Kaisha.

Pacific Mail S. S. Co.

P. & O. S. N. Co.

Russian Steam Navigation in the East.

Russian Volunteer Fleet.

Scottish Oriental S. S. Co., L'd.

"Shell" Line of Steamers.

"Shire" Line of Steamers.

"Strath" Line of Steamers.

Toyo Kisen Kaisha.

"Warrack" Line of Steamers.

Shimonoseki and Moji.

STEAMING from Nagasaki along the western coast of Kiushiu, where a succession of lovely scenes unfold themselves perpetually to the view, the celebrated Inland Sea is finally entered by the Straits of Shimonoseki, after a voyage of 148 miles. It was here that the final and most forcible blow was dealt to Japanese conservatism when, in 1863, a combined squadron of British, French, Dutch and American ships bombarded and destroyed the batteries planted at the entrance to the Strait by the Prince of Choshiu for the purpose of barring the passage of foreign vessels. The task of destruction proved comparatively easy in those days, but seven forts constructed according to the most approved principles



of the present time and armed with powerful modern artillery, now guard the narrow passage. In recent times Shimonoseki has derived celebrity from the fact that the Treaty of peace between China and Japan was concluded there after the war of 1894-5.

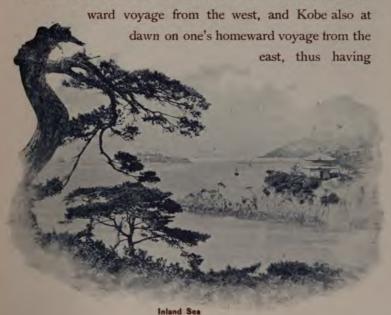
The town of Shimonoseki—generally called by the Japanese "Bakan" or "Akama-ga-seki"—lies on the north side of the Strait, and is faced by Moji, a smaller place of recent origin, which, being the terminus of the Kiushiu Railway and having an abundance of coal in its neighbourhood, promises to develop into an important commercial centre. The scenery in the Strait is a worthy prelude to that of the Inland Sea, one of the loveliest sheets of water on the face of the globe.

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The Inland Sea.

SUCH is the name given to the portion of the Pacific Ocean imprisoned between the main island of Japan on the north and the islands of Kiushiu and Shikoku on, the south. Its length, from the western point of entry (Shimonoseki) to the eastern point of exit (Akashi), is 240 miles, and its width varies from 8 to 40 miles; but so thickly are some parts studded with islets that vessels, threading their way through the

It has never been definitely ascertained how many of these islets break the continuity of the blue surface. But they certainly number thousands, and their endless variety of shape, picturesque grouping, fantastic reflection of sun-light and casting of shadow, as well as the signs that they everywhere show of a peaceful farming and fishing existence, sheltered from ravages of storm or stress of penury, make up a scene to which no word-painting could do even scanty justice. It is evident that since a distance of 240 miles, often presenting great difficulties of navigation, cannot be traversed by any steamer between dawn and dusk of one day, travellers must be content with witnessing about one half of this incomparable stretch of scenery by day light, unless, indeed, one should be so fortunate as to leave Shimonoseki at dawn on one's out-



two whole days for view-gazing. A most careful and exhaustive account of the Inland Sea and its numerous places of historical interest and scenic celebrity is given in Murray's excellent "Handbook," to which the reader is referred.

Kobe.

KOBE is the brightest and healthiest of all the foreign settlements in Japan, its pure dry air and granite subsoil con-



ferring advantages not to be found elsewhere. Its commercial development, too, has been most remarkable during recent





years, for, whereas, in 1878, a decade after its opening to foreign trade, its exports and imports aggregated only 121 million yen against a corresponding figure of 40} millions for Yokohama, Kobe's total in 1897 was 162 millions, and Yokohama's only 1771. Kobe's excellent railway communications both north and south, and its proximity to Osaka, the natural commercial and manufacturing centre of Japan. are the chief reasons of this development, and many persons predict that the place will, one day, outstrip Yokohama altogether. Long ago the original settlement was found too narrow, and foreigners received permission to lease lands and houses direct from Japanese owners beyond the treaty limits, a privilege which, together with that of building villas on the hills behind the town, has caused some diplomatic complications in recent times. The Japanese town contains over 160,000 inhabitants against about 800 in the foreign settlements, exclusive of Chinese, who aggregate some 1200. Kobe has only two good hotels, the Oriental and the Occidental. Neither its bund nor its recreation ground bears comparison with those of Yokohama, but its club is a picturesquely situated building, and exceptionally fine Japanese tea-houses are quickly accessible. Like Yokohama it is fortunate in the possession of several journals, the Kobe Chronicle, the Kobe Herald and the Hyogo News, each of which maintains a higher standard than the narrowness of their general field seems to warrant.

Many places of interest and beauty are within easy reach of Kobe, but among them the two most eminently worthy of a visit are Himeji and the island of Awaji: the former for the

preserved in Japan; the latter, because it is the first part of Japan supposed to have been created by the heavenly couple, Izanagi and Izanami, and because of its great natural beauty as well

as of numerous historical associations con-

nected with it.

Island of Awaji.

CONSULATES.

Austro-Hungary. Belgium. China. Denmark. France. Germany. Great Britain. Holland. Italy. Norway. Peru. Portugal. Russia. Sweden. Spain. Switzerland. U.S. of America.

HOTELS.

Occidental Hotel.

Oriental Hotel.

BANKS.

Bank of China and Japan, Ltd. Chartered Bank of India, Australia and China. Dai Ichi Ginko.

> Hongkong and Shanghai Banking Corporation. Mercantile Bank of India.

Mitsu Bishi Goshi-Kwaisha.

Mitsui Ginko.

National Bank of China, Ltd.
Nippon Trade Bank.
Sumitomo Bank.
Yokohama Specie Bank, Ltd.

STEAMSHIP COMPANIES.

Apcar Line of Steamers.

Austrian Lloyds Co.

"Ben" Line of Steamers.

British India S. N. Co., Ltd.

California and Oriental S. S. Co.

Canadian Pacific S. S. Co.

China and Manila S. S. Co., Ltd.

China Mutual S. N. Co.

China Navigation Co., Ltd.

Compagnie des Messageries Maritimes.

Compania Maritima, Manila.

Douglas S. S. Co., Ltd.

Eastern and Australian S. S. Co., Ltd.

"Gibb" Line of Australian Steamers.

"Glen" Line of Steamers.

"Guion" Line of Steamers.

Hamburg-America Line.

Indo-China S. N. Co., Ltd.

" Milburn " Line of Steamers.

" Mogul" Line of Steamers.

Natal Line of Steamers.

Navigazione Generale Italiana.

New York Line of Steamers.

NIPPON YUSEN KAISHA.

Norddeutscher Lloyds.

Northern Pacific S. S. Co.

Ocean Steamship Company.

Occidental and Oriental S. S. Co.

Oregon Railway and Navigation Co.

Osaka Shosen Kaisha.

Pacific Mail S. S. Co.

P. & O. S. N. Co.

"Shell" Line of Steamers.

"Shire" Line of Steamers.

Toyo Kisen Kaisha.

"Union" Line of Steamers.

Numerous local steamers from Kobe and Osaka to Ports in the Inland Sea.

Osaka.

OSAKA, covering an area of 8 square miles with a population of about 500,000, is the second city of Japan in point of size, and according to many authorities, the first in point of commercial importance. It lies upon the banks of the



Foreign Settlement, Oseka.

famous Yodo-gawa, and is celebrated as the military capital, in the sixteenth century, of the great *Taiko*, who, in the short space of two years, built there the grandest fortress that Japan has ever possessed. This castle and its annexed buildings were burned by the adherents of the Tokugawa Regents

before abandoning the place in 1868, but the wide moat and colossal battlements are still intact, some of the granite blocks that compose the latter measuring as much as 40 feet in length and 10 feet in height with a thickness of several A vivid illustration of the changes that Japan has seen during the Meiji era is furnished by the tact that the plateau on which Hideyoshi's donjon originally stood is now the site of a reservoir for supplying the city with pure water. Osaka has been called the Venice of Japan, for, on summer evenings, the two streams of the Yodo-gawa are covered with boats floating hither and thither, while their inmates enjoy the cool breeze from the river, the sound of music and the sparkle of fire-works. Yet the city is chiefly remarkable for the manufacturing enterprise of its inhabitants, justly reputed to be the sharpest and most daring business men of Japan. Twenty years ago, the whirr of machinery and the throb of the steam engine were heard only at the Mint,-where beautiful coins · current throughout the whole East are struck,—and at its associated Sulphuric Acid Works. No tall chimnies polluted the sparkling atmosphere of the city, or interrupted the view of the surrounding hills. But to-day, thousands of factories pour out their smoke and smuts, and sixty thousand "hands" live under their shadow. Nothing delays the city's rapid rise to commercial greatness except the want of a port accessible to ocean-going steamers, the estuary of the Yodo River being too shallow for the purpose. A programme of harbour

construction, involving an outlay of twenty million yen, has now been elaborated, and Osaka will doubtless soon become the shipping and manufacturing capital of the empire. Nothing more forcibly strikes a foreign visitor to Osaka than the air of briskness and bustle that pervades the streets. In comparison with the intense urgency and impetuous stress of life in an Occidental city, Osaka is, of course, staid and tranquil; but whereas in other Japanese towns business is conducted in a placid manner, in Osaka a general tendency to ardour and expedition shows that the desire of wealth is really effective.

Osaka has not many sights to offer those interested in the old civilization of Japan, nor can its environs boast any special lions. At Yamanaka's store in Korai-bashi, however, is to be found one of the most abundantly and variously stocked bric-à-brac warehouses in Japan, and the bazaars (Kankoba) are thoroughly worthy of a visit. The foreign settlement is at Kawaguchi, where Yodo's two streams meet below an island that divides them in their passage through . the city proper. When the place was opened to foreign trade, its future was forecast in rosy colours. But experience has not justified that expectation: it is now apparent that the city's future will depend chiefly upon its manufactures, and that, as a centre of imports from abroad, it is not likely to play a large rôle, however important it may become as a place of export. Its Occidental residents consist almost entirely of missionaries: not more than three or four trading firms have agents there.

A spacious and imposing building, called "Osaka Hotel," is the only hotel where foreign visitors can find good accommodation.

Several lines of railway converge at Osaka: the Tokaido line, the southern section of which runs to Kobe where it connects with the Sanyo line, which goes thence along the western shores of the Inland Sea to Mitajiri, ultimately to be extended to Shimonoseki, while the eastern and northern sections run to Kyoto, Nagoya and Tokyo, joining at Shinagawa, the great northern line of the Japan Railway Company; the Hankai line, running to Sakai, where the now famous cotton rugs and carpets of Japan are manufactured; the Naniwa line to Shijonawate, and the Osaka Railway to Nara.

Nara.

AFTER Nikko and Kyoto, Nara offers greater attractions to tourists than any place in Japan. Its natural beauty is exceptional and its historical interest vivid. It may be said to have been the first capital of Japan. Up to the beginning of the 8th century, the Imperial Court changed its location at the accession of each sovereign, and the Court's place of residence naturally became the official metropolis. A city whose life was limited to the duration of a single reign, could not possibly attain any commercial or architectural

importance. The so-called capitals prior to Nara left no vestiges of greatness. But Nara remained the metropolis during seven reigns (700 to 784 A.D.), and its seventy-five years of existence sufficed for the building and furnishing of many imposing shrines and temples, the laying out of a noble



Kasuga, Nara.

park, and the casting - after unsucseven cessful attempts -of a colossal image of Buddha, which now stands in the temple called Todaiji, and enjoys the reputation of being the biggest

thing of the kind in Japan. This "Nara-no-Daibutsu" is, of course one of the sights of the place, but whatever may have been the beauty of its proportions or the majesty of its lineaments when it was first placed in position, it presents to-day, after many vicissitudes, less striking evidence of artistic conception than the Daibutsu of Kamakura. Nara has a hundred attractions, quite as noteworthy as the gigantic eidolon. For the student of art a feature of special interest is the Imperial

Store-house (Shoso-in), containing specimens of all the articles in daily use at the Emperor's Court during the eighth century—specimens that indicate a condition of refined civilization such as no Western nation could boast at that remote era. Nara contains to-day a population of only twenty-two thousand, but its citizens are supposed to have numbered a quarter of a million in the days of its greatness. It has not yet suffered much at the hands of the modernizer. A museum in Western style, a wide macadamized road invading the sacred park, and a bazaar are the only evidences of the spirit of the age.

Nara is easily reached by train from Osaka and Kyoto. Some tourists prefer to go there by *Jinrikisha* from Kyoto, for the drive, though of considerable length, passes through scenery of the greatest loveliness, and touches at the



Sarusawa Nara.

second station before Nara on the Osaka Railway, one can inspect Horiu-ji, the oldest temple in Japan, and the most interesting from an artistic and antiquarian point of view.



Tea plantation, Uji.

Kyoto.

KYOTO, which lies 25 miles inland from Osaka, on the Tokaido Railway, is the most interesting place in Japan. Founded in the year 793 A.D., it remained during nearly eleven centuries the capital of the Empire. The Sovereign Kwammu, when, with admirable judgment, he selected this picturesque spot for the Court's residence, caused the city to be laid out with mathematical regularity, its area, 3 miles by 3½, being intersected by eighteen principal throughfares, nine running due north and south, and nine due east and west, the two systems connected at equal intervals by minor streets. At the middle of the north face stood the Palace, its enclosure covering ¾ of a square mile, and from it to the centre of the

south face ran a noble avenue, 280 feet wide and 31 miles long. Conflagrations and subsequent reconstructions have somewhat modified the regularity of this plan, but much of it still remains, and its story is preserved in the numbering of the thoroughfares. In the days of its greatest prosperity, Kyoto contained half a million inhabitants, but its population now is only 230,000, so that it has fallen to the position of the third largest city in the land. The Emperor Kwammu called it "Heian-jo," or the City of Peace, when he first established his Court there, but the people knew it as "Miyako" or "Kyoto," both words signifying "capital," and in modern times it is often spoken of as "Saikyo," or Western Capital, in opposition to "Tokyo," or Eastern Capital. Having been for eleven centuries the imperial, intellectual, political, religious and artistic metropolis of the realm, Kyoto abounds with evidences of its unique career. Magnificent temples and shrines, grand monuments of architectural and artistic skill, beautiful gardens, gorgeous festivals, and innumerable ateliers where the best traditions of Japanese art are obeyed with most



Kiyomizu Temple, Kyoto

attractive results, offer to the tourist a mine of inexhaustible interest. Everywhere through the city clear water ripples, and to this water Kyoto owes much of its importance, for nowhere else in the empire can linen be bleached so white or dyed in such brilliant colours. The people of Kyoto, like their Osaka neighbours, are full of manufacturing energy. Not only do they preserve, amid all the progress of the age, their old-time preeminence as producers of the finest porcelain, faïence, embroidery, brocade, bronze, cloisonné enamel, fans, toys and metal work of all kinds, but they have also adapted themselves to the Western market, and are now weaving and dyeing quantities of beautiful silk fabrics for which a large and constantly growing demand is found in Europe and America.

Volumes might be written descriptive of the sights that Kyoto offers to visitors interested in the story of Japanese



Maruyama, Kyoto.

civilization. Nowhere else can be traced with equal clearness the part played in that civilization by Buddhism with its magnificent paraphernalia and grand ceremonial spectacles; nowhere else, side by side with this luxurious factor, can be witnessed in more striking juxtaposition the austere purity and severe simplicity of the Shinto cult; and nowhere else can be more intelligently observed the fine faculty of the Japanese for utilizing, emphasizing and enhancing the beauties of nature. A certain exercise of judgment is essential in viewing the sights of the city, for the most ardent ethnologist, antiquarian or dilettante will find his faculty of appreciation blunted if he faithfully follows a guide-book programme, taking things simply in the order of their local convenience. He should vary his inspection of temples, shrines, palaces and stores by visits to the picturesque sights in the environs—Arashi-yama, glowing with cherry blossoms in spring and maple-tints in autumn; the rapids of the Katsura River; the gardens of the Gold and Silver Pavilions (Kinkaku-ii and Ginkaku-ji) and, above all, Lake Biwa with its lovely surroundings. Forty minutes by train take one to the town of Otsu, on the shores of this the largest lake in Japan (36 miles long and 12 broad), and thence small steam-boats ply constantly to the points of chief interest. Around the shores of this picturesque sheet of water are to be viewed the Omi-hakkei or "eight landscapes of Omi." To see them under the circumstances that constitute their celebrity demands nice adjustment of time, as will

be observed from their enumeration—the lake silvering under an autumn moon as one looks down from Ishiyama; the snow at evening on Hirayama; the glow of sunset at Seta; Miidera as the evening bell sounds; boats sailing home from Yabase; cloudless peaks at Awazu; rain after nightfall at Karasaki; and wild geese sweeping down to Katata.



Lake Biwa.

Kyoto possesses the best furnished and most tastefully arranged stores in Japan: nothing comparable with them is to be found elsewhere. The most remarkable are those of Takashima, Nishimura, Ikeda and Hayashi. It has also excellent hotels: the Kyoto Hotel, called also Tokiwa, conveniently situated; Yaami, remarkable for its fine view, and Nakamura-ya, or Niken-jaya

Nagoya.

NAGOYA may be reached direct by rail from Kyoto or Yokohama, but the alternative route is easy and pleasant, namely, by steamer to Yokkaichi and thence to Atsuta, a port within a short distance of Nagoya. Visitors are attracted to Nagoya chiefly for the sake of seeing its castle, one of the finest in Japan. It was erected in 1610 by a

number of Iyeyasu's feudal barons for his son's residence, and although some of its interior decoration, admirable work by the most renowned Japanese artists, was defaced by soldiers

quartered there in the iconoclastic days immediately succeeding the Restoration, it still presents features of the greatest



Nagoya Castle.

artistic and military interest. But Nagoya (population 180,000) will well repay a visit for the sake of the industries carried on in the town or its vicinity, namely the manufacture of cloisonné enamel, of porcelain and of faïence. For a long time Kyoto used to be regarded as virtually the only place where really fine cloisonné could be produced. It was deprived of that supremacy by a new conception on the part of the Tokyo artizans—the so-called "cloisonless

enamels"—and Nagoya, already remarkable for the renaissance of the cloisonné industry after the Restoration, soon developed great skill along the lines of both Tokyo and Kyoto, and now produces excellent work at exceptionally low figures. It is as a keramic centre, however, that Nagoya principally deserves attention. Within a few miles of the town lie the celebrated potteries of Seto, situated in a district that may be said to consist entirely of porcelain earth. Remarkable strides have been made of late by the Nagoya potters in the production of *celadon*, polychromatic glazes and eggshell ware. Their work promises soon to bear comparison with the masterpieces of the great Ching-te-cheng factories of China.

Yokkaichi.

THE steamers of the Company ply regularly to this flourishing town on the shores of Ise Bay. Thence the traveller makes his way to Yamada and the shrines of Ise, the centre of Shinto worship in Japan, a place round which cluster the most venerable traditions of the Japanese nation. Yokkaichi is known to the dilettante as the modern place of production of Banko-yaki, a well-known faïence possessing many excellent qualities, though not, perhaps, deserving all the admiration that it receives. At Yamada may be seen

the *Ise Ondo*, a singularly picturesque dance, showing to perfection the "music of motion" which is the chief charm of Japanese dancing.

Yokohama.

VOKOHAMA, though now the principal treaty port in the empire, had no original right to that distinction. An insignificant fishing village without any suitable building sites when foreign intercourse was inaugurated, the idea of selecting it as the position for a foreign settlement did not occur to the framers of the first treaty in 1857. fell unhesitatingly on Kanagawa, then a thriving and populous town. It was an unwise choice, politically and commercially alike, for Kanagawa lay beyond the range of maritime facilities, and owing to its situation on the Tokaido or trunk road between Tokyo and Kyoto, along which bands of armed Samurai passed continuously, foreigners residing there could not possibly have been protected against all the dangers of that troubled epoch. Rendered cognizant very soon of this latter disadvantage, the Japanese Government urged the transfer of the settlement to Yokohama. But the motive of the advice being misconstruted, the foreign consuls strongly opposed the change, and had not the instinct of the foreign merchant indicated Yokohama as incomparably better adapted than Kanagawa for tradal uses, the little hamlet's metamorphosis must have been long deferred. Large operations of drainage and filling in had to be undertaken before the place could become fit for the purposes of a foreign settlement, but the Japanese Authorities caused the work to be energetically carried through, and, in order to render the transfer popular, allotted some of the best sites free of charge. Thenceforth the settlement grew rapidly. From the first, the buildings were of a purely business character, not the slightest attempt at architectural beauty being made. Indeed, it may be said of all the foreign settlements in Japan that they are distinguished by the plainness, inelegance and unpretentious character of their structures. The Yokohama of 1897, with



its trade of $177\frac{1}{2}$ millon *yen*, does not differ perceptibly from the Yokohama of 1878 which lived on a trade of 40 millions only. The Japanese town, however, appears to have responded to the rapid growth of commerce. It has gradually spread westward and northward, until districts where not a

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building was to be seen thirty years ago, are now covered with dwellings, stores and warehouses. In 1866, a disastrous conflagration swept away the greater part of the foreign settlement, but the buildings that rose from the ruins showed little improvement over their predecessors. The following year, however, saw an important change. An extensive tract of elevated ground, over-looking the Settlement from the east, and commanding magnificent views-land-scapes, sea-scapes and the world famed Fuji-yama—was allotted for foreign residences. An ideal site, it soon became dotted with villas, generally unpretentious and plainly constructed, but standing in trim little gardens, completely segregated from the tradal atmosphere of the settlement below, and revelling in prospects of supreme beauty on every side. This "Bluff," as it is called, where the jaded business-man of Yokohama has his home. may fairly claim to be the loveliest place of residence in the whole East. The settlement itself can boast only three attractions: its bund, its public garden, and the broad straight road, laid out with almost ironical magnificence of sidewalk and marginal greenery, that separates it from the Japanese town.

Yokohama may be called the port of Tokyo. The latter city is practically without a harbour: sea-going ships cannot get within four miles of any convenient landing place. Some day or other the defect will be remedied, being perfectly remediable. When that day comes, the growth of Yokohama's

prosperity must be appreciably though not, perhaps, seriously threatened. At Yokohama itself, the harbour used to be much exposed. But two breakwaters were recently built so as to enclose virtually the whole of the anchorage, leaving an entrance 650 feet wide at their extremities. A pier, 2,000 feet long, at which large steamers can load or discharge, has also been constructed, and two splendid graving docks are now ready for use. The pier is to communicate by rail with the Yokohama-Tokyo line, and thus goods brought over-sea to Yokohama will easily be carried to Tokyo. The bulk of such goods are, however, transported to the capital by lighters, of which the Nippon Yusen Kaisha has a large fleet. Until the year 1808 it was found impossible to enforce any system of harbour regulations at Yokohama. Essentially necessary as some method of official control was felt to be, the difficulty of obtaining the co-operation of the seventeen foreign powers possessing jurisdiction in the settlement, proved insuperable. There are now, however, schedules of regulations and officials to enforce them. It is at Yokohama that the Transpacific steamships touch first on reaching the East. Passengers' belongings have to be passed by the Customs officials, but the process is generally performed courteously and expeditiously.

Good bric-1-brac stores kept by foreigners are to be found in the foreign settlement, but the traveller wishing to purchase direct from Japanese dealers will visit Honcho-dori, and Benten-dori, where specimens of nearly all the typical arts of Japan are offered for sale. It may be mentioned here that although the streets in the foreign settlement have names, these are little used, as the numbering of the whole place is continuous. The same is true of the Bluff, but there, owing to the fact that the sequence of the numbers indicates the chronological order in which the houses were built, and has no connexion whatever with their relative positions, the effect of the numbers is to bewilder rather than to guide.

The population of the Japanese town is 179,484, (1886), a constantly growing quantity; that of the foreign settlement—exclusive of Chinese, who number 2,268—is 1,827, a virtually stationary quantity. To supply this little body of Americans and Europeans with daily and weekly reading matter, there are several journals printed in the English language: as, the Japan Mail, the Japan Herald, the Japan Gazette, the Daily Advertiser, &c.

As the British constitute a preponderating element in the community, a cricket ground and a race course are not wanting. The former is in the Public Garden of the Settlement; the latter at Negishi, distant some two miles from the Settlement, on a plateau overlooking the sea, a spot of rare beauty. There are two lawn tennis clubs; one for men only, its meeting-place the cricket ground; the other, called the "Ladies Club," but admitting gentlemen also, has its ground in the Bluff Garden, amid exceptionally picturesque surroundings. On the Bluff also there is a Public Hall, where

theatrical and other entertainments are given; and in the settlement, a fine Masonic Hall. Places of worship are not conspicuous, the buildings being of most unpretentious character. But Christ Church, No. 105, (this building is being pulled down and a new brick church is about to be erected on the Bluff, in its stead), the Union Church, No. 167, and the Roman Catholic Mission, No. 80, are well supported and attended.

Yokohama does not boast any lions of its own. But lovers of scenery can find many delightful spots in its immediate vicinity: as Mississipi Bay, Dixon's Hill, Macpher-



trunk line, running through the whole length of Japan.

CONSULATES.

Austria-Hungary. Germany. Peru.

Belgium. Great Britain. Portugal.
Brazil. Italy. Russia.

China. Mexico. Spain.

Denmark. Netherlands. Sweden.

France. Norway. Switzerland. U.S. of America.

HOTELS.

Central Hotel. Hôtel et Café de Genève.

Clausen's Hotel. Hôtel et Café de l'Univers.

Club Hotel, L'd. Oriental Hotel.
Grand Hotel, L'd. Pacific Hotel.

Hôtel du Commerce. Wright's Hotel.

BANKS.

Bank of China and Japan, Ltd.

Chartered Bank of India, Australia and China.

Dai Ichi Ginko.

Dai Ni Ginko.

Dai San Ginko.

Hongkong and Shanghai Banking Corporation.

Mercantile Bank of India, Ltd.

Mitsui-Ginko.

National Bank of China, Ltd..

New Oriental Bank Corporation, Ltd., in Liq.

One Hundredth Bank, Ltd.
Russo-Chinese Bank.
Yokohama Savings Bank.
Yokohama Shokin Ginko (Specie Bank), Ltd. &c. &c.

STEAMSHIP COMPANIES.

Apcar Line of Steamers.

Austrian Lloyds Co.

"Ben" Line of Steamers.

California and Oriental S.S. Co.

Canadian Pacific S.S. Co.

China and Manila S.S. Co.

China Mutual S.N. Co.

China Navigation Co., L'd.

Compania Maritima, Manila.

Compania Transatlantica, London.

Compagnie des Messageries Maritimes.

Eastern and Australian S.S. Co., L'd.

- "Gibb" Line of Australian Steamers.
- "Glen" Line of Steamers.
- "Guion" S.S. Co., L'd.

Hamburg American Steamship Line.

Indo-China S.N. Co.

- "Milburn" Line of Steamers.
- "Mogul" Line of Steamers.

Natal Line of Steamers.

Navigazione Generale Italiana.

NIPPON YUSEN KAISHA

Norddeutscher Lloyd.

Northern Pacific S.S. Co. Occidental and Oriental S.S. Co. Ocean Steamship Co. (Holts's Line.) Oregon Railway and Navigation Co. Pacific Mail Steamship Company. Peninsular and Oriental S.N. Co. Scottish Oriental Steamship Co.

- "Shell" Line of Steamers.
- "Shire" Line of Steamers.

Toyo Kisen Kaisha.

"Union" Line of Steamers.

United States and China-Japan S.S. Line.

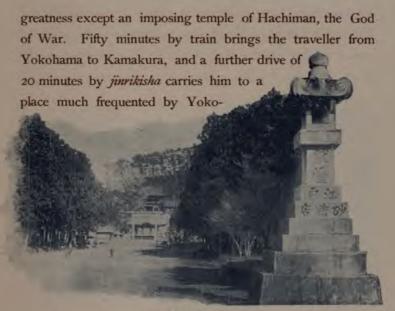
"Warrack" Line of Steamers.

ENVIRONS OF YOKOHAMA.

Many places of interest and beauty lie within easy reach of Yokohama. Among these one of the most celebrated is

Kamakura.

To people of modern days, especially to tourists Kamakura is chiefly known for the sake of a celebrated bronze figure of Buddha which stands in its vicinity. But the example of decadence that the place presents is certainly its most remarkable feature, for whereas, in the middle of the fifteenth century, it was a vast city, the houses of its million citizens covering the whole plain and its streets extending into the recesses of the hills, it is to-day a tiny hamlet, consisting of a few thatched cottages and retaining nothing of its ancient



Hachiman, Kamakura.

hama residents during the summer months, a marine sanitorium (Kaihin-in), standing in a grove of pines near the seashore where the ambassadors of Kublai Khan were beheaded centuries ago. Kamakura was the first military capital of Japan, and there, on a hill reached by a long flight of stone steps, one may see the grave of Yoritomo, who first organized the system of military government known as the Shogunate, and who certainly deserves to be regarded as one of Japan's greatest administrators and legislators. In the temple of Hachiman, portions of his armour and many relics of his time are now preserved. From the sea-shore to the precincts of this holy building he caused to be planted an avenue of pines. The great image of Amida, the "Daibutsu of Kamakura," which was conceived also by Yoritomo, is a magnificent work of art, perfectly proportioned and presenting an indescribable



Daibutsu, Kamakura.

aspect of intellectual and passionless serenity. Twice—in 1369 and 1494—seismic waves swept away the temple that covered it, but left the image unmoved, and it now stands in the open air, unharmed by six and a half centuries of existence. Lovers of ancient porcelains may see, at some of the temples in Kamakura's vicinity, grand vases of monochromatic *céladon*, presented to the priests by the *Taiko*, and all persons with

artistic proclivities will find much to admire among the treasures preserved by these once prosperous, but now sorely embarrassed, servants of Buddha.

Eno-shima.

F NO-SHIMA is four miles from Kamakura, and the drive along the sea-shore between the two places is very picturesque. It may also be reached from Fujisawa, a station on the Tokaido Railway, whence it is only 21 miles distant, but the road offers no attractions. Though its Japanese name denotes an island, the place is really a huge rock joined to the mainland by a narrow isthmus, over which the tide often flows. tense love of the Japanese people for natural beauty has invested this charming spot with a sacred character in their eyes. rugged outlines, the softly undulating dunes that approach it and the verdure that crowns it, have been combined by them into a legend, wherein the island is supposed to have risen suddenly from the ocean in order that the goddess Benten might descend and cast the spell of her loveliness over a ferocious dragon that inhabited a cave beneath, and used to devour a daily dole of little children from a neighbouring village. The cave is still Eno-shima's greatest sight It pierces the base of the rock to a depth of 372 feet, and it possesses the ominous reputation of bringing estrangement, within a twelve-month, to any lovers that enter it in company. During

the season of worship at the shrine on Fuji-yama (July 20th to the end of September), crowds of pilgrims make a *detour* through Eno-shima, and deprive the place of something of its restfulness. At other times, however, it is a delightful resort, well repaying a visit. Already many of the choice sites on the island and in its vicinity have been acquired by men of wealth for building sea-side villas.

Oiso.

OISO, though a sufficiently flourishing town in the days when Kamakura was the military capital of Japan, now attracts attention solely for the beauty of its sea-scape and the excellence of its surf bathing. Before the renewal of intercourse with the Western world, the idea of private villas by the sea-side or in the mountains was practically unknown to the Japanese. When excessive heat in the lowlands, or hygienic considerations, suggested a change of air, all who could afford the luxury repaired to one of the celebrated spas in the hills, where excellent inns afforded ample accommodation, and the visitors lived a kind of family life, free from all restraint except the dictates of courtesy. But among the nation's many adoptions of Western customs none has been more conspicuous of late years than a constantly growing tendency for the merchant, who formerly had no thought of domestic life beyond his business precincts, to build himself a suburban residence on the hills invariably found in the environs of a Japanese city, and for the nobleman or man of affluence to seek a pleasant site in the mountains or by the sea-side, and to erect there a besso (villa) with due accompaniment of garden and rockery. Oiso, Koiso, Odawara, Atami, Kamakura, Zushi, Eno-shima, Kanazawa, Tomioka, and other lovely little nooks along the shores of Sagami and the Izu promontory bear witness to this new taste, nor can there be any doubt that in the near future, when the whole of



Japan, is thrown open to foreign trade, travel and residence, many Europeans and Americans will learn to appreciate the advantages of seeking resorts in a country where not only scenic loveliness, a delicious climate and perfectly courteous Neighbours are to be found, but where also a fortune insignificant in the West procures for its possessor comforts and consideration altogether out of proportion to their cost. Tourists desirous of forecasting this phase of Japan's future, as well as of witnessing a succession of sea-scapes not equalled in many parts of the world, may spend a pleasant, wholesome interesting time wandering from one to another of the places mentioned here.

Yokosuka.

WITHIN ninety minutes of Yokohama by train lies Yokosuka, the site of the first Japanese dockyard. The town, though it has a very pretty position on a landlocked bay, owes its importance solely to the Government Dockyard and to the constant presence of men-of-war. It also derives much interest from the fact that Will Adams, the earliest English visitor to Japan, lived and died there, in the opening years of the seventeenth century. His tomb and that of his Japanese wife may be seen on the top of an eminence easily accessible from the railway station. A few years ago, the foreign residents of Yokohama subscribed a substantial sum to restore the tombs and to provide for their permanent guardianship. It is striking that the grave of the man who first taught the Japanese something about shipbuilding and naviga-

tion after the methods of Europe, should now look down on the place where, two hundred and fifty years later, his lessons first bore practical fruit.

Uraga.

A TRAVELLER finding himself at Yokosuka with some leisure will be repaid by pushing on to Uraga, only 4½ miles distant. There, on both sides of a narrow strait, forming the entrance to Tokyo Bay, stands a town important in pre-Restoration days as the place where all ships had to stop and undergo inspection before proceeding up the bay. Commodore Perry, when he came in 1853, bearing President Fillmore's letter to the Tokugawa Regent, anchored at Uraga, and was there visited by the Shogun's envoys. For its own sake, however, the place has no special interest.

Hakone.

HAKONE, as Western folks understand the term, designates the lake and village lying at the top of the celebrated mountain pass over which all travellers between the two capitals of Japan—the Imperial capital, Kyoto, and the Administrative capital, Tokyo—used of necessity to make their way in feudal times. When a Japanese speaks of Hakone, he means the whole mountainous district crossing

the neck of Izu Peninsula, and his idea of a summer trip in that direction is a visit to the Seven Spas of Yumoto, Tonosawa, Miyanoshita, Kiga, Sokokura, Dogashima, and Ashi-no-yu. But this wide interpretation of the name is not current among foreigners.

Hakone is twenty-four hundred feet above the sea, and as the only route leading direct to it from the north passess through a forest and over big boulders, the place is emphatically difficult of access. Such, indeed, was the intention of those that planned the path: strategists, before everything, they desired to isolate the northern regions, the realm of the Regency, as completely as possible from the south, and they purposely laid the road over steep gradients and through rocky defiles until it reached the guard houses (sekisho) at the top, where every wayfarer had to submit to strict examination, not even the privacy of a coiffure being permitted to ladies. Tourists with leisure, who desire to study Japanese life in its holiday aspects, may reach Hakone by easy stages, stopping en route at Yumoto and Tonosawa, among the cascades and swirls of the Hayakawa, or, higher up the pass,



Detached Palace, Hakone,



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at Hata, a prosperous little hamlet before railways severed it from the great stream of travel that used to flow incessantly between the north and the south. The village of Hakone is dingy enough, a mere collection of wooden hamlets; but even wigwams would look graceful in such a picturesque environment. Many days may be delightfully spent wandering in the neighbourhood of this favourite spot, but as several writers—above all the industrious compilers of "Murray"—have described in detail these picnicking potentialities, they need not be dwelt upon here further than to offer one piece of advice to every tourist, namely, that he should not fail to visit Yama-naka, a hamlet lying half-way down the pass on the southern side, from whence one of the most superb prospects in all Japan may be viewed.

Hakone is most quickly accessible from Yokohama by taking train to Kozu, tram-car thence to Yumoto, and there-

after proceeding up the pass on foot, or in a kago, —if any European or American can adjust his large limbs to thats peculiary con-



Mt. Fuji, L. Hakone.

strained conveyance—or in *Juvikisha*. To pass along this route must always be a matter of duty to those bent upon

"doing" Japan, but people of less rigid resolve generally prefer the *détour* by Miyanoshita.

Miyanoshita.

THIS is, par excellence, the fashionable mountain resort of Yokohama residents. It is certainly a delightful spot, the very centre of charming excursions, among which there is choice for either the athlete or the invalid; rejoicing in an atmosphere pure and exhilarating; furnished with a thermal spring so slightly medicated as to be universally usable; and possessing the best hotel in Japan. This last feature has, of course, much to do with Miyanoshita's popularity. There are many other places among the mountains far more richly gifted by nature than Miyanoshita, but there is only one place that has an inn like Fuji-va. From Miyanoshita visits may be paid to Kiga, overlooking the gorge of the Serpent's Bones; to Dogashima, deep down in a ravine noisy with water-falls; to Kojigoku and Ojigoku, where the horrors on the threshold of hell and beyond its portals are vividly suggested: to Myo-jo-ga-take, whence a superb prospect unfolds itself on every side; to Ashi-no-yu, where the Japanese invalid's appreciation of a thoroughly sulphurous spa may be gauged by vivid object lessons; and to Otometoge, where the incomparable grace of Fuji's slope—the biggest "inverted catenary" of the world-may be seen from the snowpatch on its summit to the blue wave that laves its foot. The ascent of Fuji is easy, and the effort is amply repaid, but the ways and means of making this pleasant excursion cannot be described here.

Tokyo.

THE tendency of tourists to make Yokohama their head quarters rather than Tokyo is an instance of men's readiness to sacrifice the most important objects of travel on the altar of creature comforts. When people visit Japan, it may be assumed that their purpose is to see Japan, and that the capital of the country with its innumerable points of interest should be preferred by them to a foreign settlement as a place of sojourn. But in Yokohama the supposed superiority of the hotels, the proximity of the banks, stores and hipping agencies, and the readier accessibility of variouss sources of a certain class of pleasures seem to constitute, in . the eyes of many travellers, a sufficient reason for remaining

in this essentially un-Japanese place. Tokyo, too, has hotels, one of which, the Imperial, though perhaps its capabilities are superior to



A View of Tokyo.

its excellence, can boast a handsome building, spacious rooms, a very tolerable cuisine and a perfectly convenient situation; another, the Métropòle, has a comfortable air of domesticity and no drawback except its comparative remoteness from centres of business or interest; the Seiyo-ken, enjoys the distinction of having been the pioneer inn for foreigners in the capital, and has a branch establishment of the same name, most picturesquely situated in Uyeno Park, overlooking Shinobazu Lake. The worst accommodation offered by these hotels is not so much inferior to the best obtainable in Yokohama as to account for the predilection in question, other things being so very unequal.

Tokyo covers a vast space in proportion to its population. Within a circumference of 30 miles and an area of 100 square miles, it houses only 1,406,928 people (1898). This discrepancy between size and citizens is due to the fact that the city, originally a fortress, ultimately became, under



the Tokugawa Regents, the compulsory residence of a host of feudal chiefs, the enclosures of whose mansions necessarily contained large barracks, spacious parade-grounds and extensive parks. With the fall of feudalism in 1867, these vashiki, as they were called, ceased to have any raison a'être, and their sites, though either absorbed into the streets or appropriated for purposes of State, still create great gaps in the continuity of the city proper. Thus, overlooking the place, one is astonished at the profusion of verdure that breaks the monotony of the roofs and softens the business aspect of the buildings. The old city, now that is has lost its long lines of trim barracks and luxurious yashiki, presents no striking architectural features except the central castle, colossally moated and gloriously timbered, once the stronghold of the Tokugawa Regents, now the Palace of the Emperor. Beyond the circle of the moats rise the dwellings of the citizens, umpretentious structures, the lowliness of their character accentuated by imposing edifices that have grown up here and there, in deference to the new civilization, and by the disproportionate width that many of the streets have acquired under the provisions of recently enacted municipal regulations, which prescribe that whenever a row of houses is destroyed by fire or becomes removable from other causes, the new buildings shall be pushed back so and so many yards from the edge of the old thoroughfare. Tokyo's existence, throughout its age of three centuries, has been a

perpetual struggle with conflagrations, and the fight has left its traces in the shape of compact sombre-looking ware-houses, shuttered with iron plates, or with solid slabs of seasoned plaster, fire-proof like the walls. The busiest quarters of the city virtually consist of such structures, at once serving as dwellings for tradesmen and affording protection to their wares. There Tokyo remains much as it was a century ago. But in districts where incomes with less margin forbid such costly precautions, and where, consequently, the fires that lighten winter's nights carve fifty long lanes of blackened debris every year, the houses, in deference to modern regulations, keep perpetually shrinking back from the widening streets, so that an incongruity is suggested which will probably remain more or less *en evidence*, until



A View of Tokyo-Cherry trees.

the extensive programme of city improvement now in contemplation is carried out.

Speaking generally, the sights of Tokyo divide themselves into two classes: those that belong to the old civilization and those that belong to the new. Principal among the latter are the Houses of Diet, the Imperial Printing Bureau, the Administrative Departments, the Barracks, the Arsenals, the Paper Mills and other factories, the Botanical Gardens at Koishikawa and the Zoological Garden in Uyeno Park, the Bank, the Shrine of the Dead (Shokonsha) on Kudan, the Central Post Office, the Telephone Exchange, the Bazaars, the Prisons, the Okubo Monument, the Schools, the Library, the University and the Police Stations. Among the most attractive vestiges of the old civilization may be classed the Parks Uyeno and Shiba with their magnificent mausolea; the cemetery of the Fortyseven Romin at Takanawa; the great temple and its interesting environment at Asakusa; the various shows of plum, cherry, azalea and chrysanthemum blossoms, in their seasons; the Museun of Antiquities in Uyeno Park; the temple of Monzeki; the theatres; and the wrestling matches at Eko-in, where a hundred thousand citizens, victims of the awful conflagration of 1657, lie buried in a common pit at a spot now trampled by the feet of athletes and desecrated by the shouts of pleasure-seeking crowds. Full descriptions of all these places are given in Murray's admirable "Handbook for Japan," compiled by Sir Ernest

Satow, Mr Consul-General Hawes, Mr. B. H. Chamberlain and Mr. W. B. Mason. There may be utility, however, in adding here that for those whose time is limited, the most advantageous course is to visit the Parks at Uyeno and Shiba

and their Mausolea; the Museum of Antiquities; the Government Printing Bureau; Asakusa; the Kudan Shrine; the cemetery of the Forty-seven Ronin, the Kabuki Theatre and the Bazaars. Tokyo has many bric-à-brac stores, not equal, indeed, to those of Osaka and Kyoto in point



Fishing at Day-break.

of attractive arrangement and variety of specimens, but at the hands of men like Daizen in Nakadori, Fukui in the Main Street, Hayashi beyond Nihonbashi, and Domei in Nakadori, the amateur can generally count on treatment far less tortuous than is usually experienced in dealings with this class of tradesman. No lover of histrionic art should fail to visit the Kabuki Theatre, for the acting of Ichikawa Danjuro and his company is not surpassed by anything of the kind in Europe or America. There are severel clubs in Tokyo, the Nobles' Club, the Military Club, the Naval Club and a mixed Club of foreigners and Japanese. This last, called the Tokyo Club, numbered some two hundred Japanese among its original

members, and is now largely supported by its Japanese element. Tokyo has a Chess Club which holds weekly meetings and has, of course, a foreign settlement, inhabited chiefly by missionaries. The foreign residents of the capital numbered 807 at the time of the last census, but many of them live outside the settlement, their status as employés of the Japanese Government or of Japanese private individuals entitling them to that privilege. These men constitute one of the most delightful societies conceivable, for being all specialists of more or less distinction, they bring to daily converse large stores of wide and varied erudition. Tokyo has also the advantage of the presence of the foreign corps diplomatique, all the Legations being situated there.

Probably these references to Tokyo's condition will not have been long in print before they cease to be wholly accurate. For though the chief city of Japan, owing in great part to rivalries among its capitalists it has been slow in acquiring the conveniences of Western civilization, and is now awakening to its laggard state. Electric trams, elevated railways, good water-works, a harbour, central parks and such things will soon become accomplished facts. As to water-works, it is worthy of note that Japanese engineers, two and a half centuries ago, planned and constructed an aqueduct by which the city receives, from an intake twenty miles distant, a supply of water twice as great as that entering London. But the distribution of the water being effect-



ed by means of wooden pipes, many of the advantages of the fine supply were lost. Now, however, water-works on the



most approved modern plans are in course of construction, and will be in working order before the close of 1899.

ENVIRONS OF TOKYO.

Places of note in the vicinity of Tokyo owe much to the season at which they are visited. A tourist finding himself in the capital at the end of April, should not fail to see the cherry avenues at Mukojima, at Asukayama and, above all, at Koganei and Uyeno, as also the wistaria at Kameido, and the azaleas at Okubo and I-no-kashira in June. The iris ponds of Horikiri afford a delightful spectacle, as do also the peonies at Honjo, at Meguro and at Komagome. In July, the only sight afforded by the capital

can hardly be called suburban: it is the "opening of the river" (kawabirakı), a species of evening fête organized by the tea-houses on the banks of the Sumida-gawa, when thousands of the citizens go afloat in canopied boats, to feast in the cool of early night amid the tinkling of samisen and the cracking of fire-works. In August, the lotus-covered lake Uyeno, with its lovely environment, furnishes a lasting memory. In October and early November, the chrysanthemums at Dango-zaka and Hiro-o-mura attract all holidaykeepers; and when the autumnal tints begin to glow, Oji, Ikegami and Koho-ji in the vicinity of Konodai are delightful resorts. Any one desirous of witnessing a great festival, thoroughly Japanese, cannot do better than visit Ikegami on the 12th and 13th October, when the annual fête in Nichiren's honour draws tens of thousands of pilgrims to its celebration. At Futago, too, on the limpid Tamagawa, a happy summer's afternoon may be spent paddling among the shoals in pursuit of the silver sided ai; and in May, when the fall of the spring tide bares long stretches of beach at Shinagawa, a scene of picturesque animation is presented by gaily dressed maidens and youths delving for shell fish in ankle-deep water. There are other lions, permanently attractive, in the vicinity of the capital, but full descriptions of them must be sought in guide books.

Nikko.

NIKKO has been more written about and more spoken about by foreign travellers than any place in Japan. The Japanese themselves eulogise it graphically in an apothegm which says "Not to have seen Nikko is not to know beauty." Its charm lies chiefly in the fact that the finest creations of Japanese art may there be seen in combination with the loveliest examples of Japanese scenery—an exquisite harmony of man's best handiwork and nature's sweetest efforts. It has been said that the mountains, the



A Fall, Nikko.

cascades and the monumental forest-trees were there always, and that to these were added, in the seventeenth century, the magnificent mausolea of Iye-yasu and Iyemitsu. But that is not absolutely true, for it is plain that the environment of the Mausolea must have been adapted to their plan, and that the magnificent rows of cryptomeria leading to the shrines and the grand groves of giant trees guarding the tombs, must have

been planted as mere saplings when the corpse of the

first Tokugawa Regent was interred at Hotokeiwa on a spring day two hundred and eighty years ago. In fact, the Nikko of the sixteenth century would look garish and flashy to eyes that have viewed its stately sobriety and mellow antiquity at the end of the nineteenth. Age has softened everything that was then gaudy, lent restfulness to colours obtrusive in their infancy, and changed nurseries of seedlings into groups of majestic forest kings. The Nikko of to-day ranks high among the loveliest sights that the world offers: it is as though Nature had lavished her best resources to provide a frame for one of Humanity's noblest art productions. Many days may be delightfully passed in any of the excellent inns established there during recent years-Kanaya, the Nikko Hotel, the Arai Hotel and so forth-for after the artistic beauties of the Mausolea have been examined, there remain a dozen scenic celebrities in the vicinity, each worthy of a visit. Tourists so fortunate as to be able to choose their own time, should go to Nikko in either May or October. Forests of glowing azalea blos-

soms in the former month, and grand autumnal tints in the latter, immense ly enhance the glory of the place.

To the foreign resi-



dents, however, it serves chiefly as a summer resort, for being within 5 hours of Tokyo by train, and lying two thousand feet above the sea, it combines accessibility with coolness. But though the nights are always fresh, rain and damp heat often mar the days. A much more delightful climate is to be found at Chuzen-ji, by the shores of a beautiful lake, some 8 miles from Nikko and thirteen hundred feet higher. This charming spot promises to become one of the most fashionable summer resorts of Japan.

Niigata.

NIIGATA though among the places originally chosen for purposes of foreign trade, has proved a commercial failure as far as foreign trade is concerned, and has now no foreign residents except a few missionaries. From it, however, steamers ply—a five hours' trip—to the island of Sado, where may be seen silver and gold mines that have been worked from time immemorial. Niigata lies on the northwest coast, and although its population does not exceed fifty thousand, it enjoys the distinction of being the largest and most prosperous port on the western shore, and of standing on the banks of the Shinano, one of the three principal rivers in the Empire. An exposed situation and a troublesome bar at the mouth of the river are the

obstacles to Niigata's development. Vessels are often obliged to discharge their cargo at Ebisu-minato in the island of Sado. The recent completion of railway lines has brought Niigata within a day's journey of Tokyo by train.

Oginohama.

OGINOHAMA though of little importance for its own sake, has an excellent harbour within the Bay of Sendai, and being one of the regular ports of call for steamers of the Nippon Yusen Kaisha plying between Yokohama and Hakodate, is a convenient starting point for travellers desiring to visit the celebrated island of Kinkwa-zan and that most lovely archipelago of pine-clad islets, Matsushima. A steam-tug of the Company carries passengers from Oginohama to Shiogama, (26 miles), and thence the



the oldest and most prosperous towns in north-eastern Japan. Kinkwa-zan may be reached direct by sailing boat or steam-launch from Oginohama, the distance being only 25 miles, and no tourist should fail to visit this exquisite spot. As for Matsushima, it shares with Miyajima and Ama-no-hashidate, the reputation of being one of the three most picturesque scenes in Japan. From Sendai an easy trip brings one to this singularly beautiful maze of islets, said to number 808, varying from 10 to 300 feet in height, carved into fantastic shapes by the beating of the waves, and clothed with pine-trees in every nook. The coast northward of Oginohama now derives melancholy interest from the terrible catastrophe that befel it on the 15th of June, 1896, when a vast seismic wave, rolling in at half-past eight in the evening, killed twenty-seven thousand people, injured six thousand, and swept away or wrecked nine thousand houses.

Sapporo, Otaru and Hakodate.

ON the north of Japan lies a large island originally called Ezo, but now known as Hokkaido. Until the time of the Restoration it was inhabited almost entirely by the Ainu, or aborigines of Japan, a race whose language and customs constitute an interesting study for ethnologists. The island was then virtually unproductive, though posses-



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sing large resources, and from an economical as well as a strategical standpoint its development became an object of great importance to the Central Government. It was renamed "Hokkaido," (north-sea circuit), and under the auspices of a Colonization Bureau (Kaitakushi) measures were inaugurated to utilize its great capacities, maritime and agricultural.

On a stream (the Toyohira), running westward of the broad and fertile plain of Ishikari, a site was selected for the capital, Sapporo, and there, under official auspices, were established an agricultural college, a model farm and botanical gardens, a horse-breeding farm, and various factories for reeling silk, making sugar, grinding wheat, sawing timber, and so forth. Subsequently these were all handed over to private hands. The administration of the island, after vari-



Ainu.

ous changes, is now directed by the Department of Home Affairs. Large numbers of Japanese colonists have settled there; good roads have been constructed; and a railway runs from Sapporo to Otaru, 25 miles distant on the west coast, and from Sapporo via the Horonai coal mines to Muroran, 109 miles distant on the south coast. Steamers of the Company ply daily from Muroran to Hakodate, and thence (a voyage of 5 hours) to Aomori, the northern terminus of the Japan-Railway Company's trunk line to Tokyo. A direct line from Sapporo to Hakodate is now in course of construction.

Hakodate, the chief town of the island, with a population of 70,000, is situated on a bay of the same name, sheltered behind by hills and having an excellent anchorage in front. It is one of the five original treaty ports, but its foreign commerce is not large, and it derives its principal importance from domestic trade. A plan is now on the *tapis* for improving the harbour and building a dock-yard. From Hakodate a visit may be paid to Yunokawa, a celebrated spa, and to Goryo-kaku, a fort some four miles distant, where a party of the last Tokugawa Regent's adherents, under the command of Viscount Enomoto, late Minister of State for Agriculture and Commerce, made their final stand against the Imperial forces.

Otaru ranks next to Hakodate in commercial importance, and enjoys the advantage of a splendid herring fishery. The of Japan, bearing a resemblance, rather, to that of north-central Europe. It must not be anticipated that the climate of the island is as cool in midsummer as its

latitude suggests: from the middle

Otaru Harbor.

of July to the end of August, much pleasanter retreats may be found among the mountains of the Main Island. But in June good salmon and salmon-trout fishing may be had and in the autumn, snipe, duck and an occasional bear offer sport for the gun.

Formosa.

FORMOSA was added to the Japanese Empire in 1895 as a result of the war with China. It is an island of great natural beauty, but considerable districts remain unexplored and its resources are only partially developed. Ethnologists have not yet clearly solved the problem of the origin of the aborigines, but a credible theory is that the bulk of them, if not the whole, are of Malay race, having been drifted to the island from the Philippines by the furious gales that rage

periodically in that region of the East, blowing always from south to north. There have been instances in very recent years of such occurrences, and it is a fair assumption that they were not infrequent in by-gone centuries. Malays, and their autochthonous predecessors, if there were any such, settled along the western coast of the island, where between the sea and the base of a range of mountains intersecting the island longitudinally from north to south, lie a long succession of comparatively fertile plains. The Dutch obtained a footing in the island in the seventeenth century, but were driven out by the celebrated corsair Koringa, whose grandson acknowledged Chinese sovereignty in 1682. Henceforth a stream of Chinese immigration set in, and the newcomers, naturally fixing their eyes upon the level country along the western coast, gradually dispossessed the tribes that inhabited it, driving them back to the low thickly wooded hills at the base of the high mountains, or into the still more inaccessible regions farther inland. It is difficult to conceive a more debased population than that represented



One of the Castle Gates, Taipeh.

by the various elements thus struggling for supremacy in the island. 'The aborigines, to whom the Chinese settlers gave the name of Sheng-fan, wild savages, certainly deserved the appellation in some respects, for they lived by the chase, had little skill in peaceful arts, used iron in the rudest form only, and could scarcely be called husbandmen. The Chinese, on the other hand, belonged entirely to the laboring class. They lacked the very rudiments of education and ninety per cent of them cannot read or write at the present day. Their sole rule of conduct was to seize whatever their strength was sufficient to hold. A long era of conflict set in between these immigrants and the aborigines. The latter were not by nature cruel or vindictive. They merely clung to their homesteads, and harboured a natural resentment against the raiders who drove them from the fruitful plains to the rigours of mountain fastnesses. On the whole, their disposition was to leave the Chinese in unmolested possession of the level country. But some of the most valuable products of the island, as camphor and rattan, are to be found in the upland forests, and whenever the Chinese ventured too far in pursuit of these products, they fell into ambushes of hill-men who neither gave nor sought quarter, and who regarded a Chinese skull as the most attractive piece of furniture their dwellings could contain. Reconciliation never took place. It is true that, in the course of time, some fitful displays of administrative ability on the part of the

Chinese, and the partial opening of means of communication, led to the pacification of the section of the Sheng-fan, who thenceforth became known as Pepolisan, or civilized aborigines. But the general state of the island when the Japanese assumed possession in 1895, was that the whole of the central and eastern districts, the hill regions, were inhabited by semi-barbarous folk, and the whole of the western plains by Chinese of a degraded type, and that between the two there existed a traditional and continuous feud, leading to mutual displays of murderous and merciless violence. The Chinese, among whom the male element largely predominated, had contracted many vicious habits, notably the excessive use of so called opium, for much of the stuff smoked by the lowest classes was "Tientsin cake," a compound obtained by boiling down animals' skins and adding to the liquid various medicaments. Betel-nut chewing had also become an almost universal habit. The black teeth that it produces are still regarded as a kind of aristocratic cachet, a proof of affluence, which curious idea will be understood when we say that a female, who begins to chew at five years of age, gradually develops ability to keep up the practice both night and day, and to consume 250 pieces in 24 hours, which represents an expenditure of some fifty taels annually. By many of the Chinese settlers the Japanese conquerors who came to occupy the island were regarded in precisely the same light as the Chinese themselves had been regarded from time immemorial

by the autochthons, and it must be admitted that the administrative methods of the Japanese and the conduct of their lower orders were not always free from faults calculated to accentuate that hostile feeling. Insurrection occurred frequently, the insurgents receiving secret aid from sympathisers in China, the difficulties of the Japanese being increased by their ignorance of the country and of the language and by the singularly treacherous methods of the Chinese rebels, or bandits as they should more properly be called. Several years must elapse, probably, before the reign of peace and good order is thoroughtly established throughout the island, and before its great resources become fully accessible. Camphor is the chief product at present, but tea and sugar are also important staples, and there are many minor articles which are believed to be capable of making profitable additions to the export trade. The two principal ports in the north of the island are Keelung and Tamsui, the former on the east, the latter on the west. They lie nearly on the same parallel of latitude, and are separated by a mountainous region abounding in solfataros. In the vicinity of Keelung is a coal mine, which yields mineral of inferior quality; and from Keelung a line of railway, running at first due south and afterwards due west, reaches Taipeh, the new capital of the island and the central seat of government, and passes thence southward to Tiong-leck, about 20 miles distant. It is intended to continue this line through the western plains to Tainan, the

chief town in the south. Other railways are also projected in the east, but Japanese capitalists have hesitated to undertake these enterprises, and their inception evidently becomes an official duty. A line of telegraph runs from Keelung via Taipeh and Tamsui to Tainan, and is connected with the Chinese continent and the the outer world by a cable from



Keelung.

Tamsui to Sharp Peak, at the mouth of the Min River in Fuhkien province. Keelung possesses the best harbour in the island: a spacious and well sheltered anchorage, available for large ships throughout the whole year, whereas the ports of Tamsui in the north-west and Anping and Takow in the South-west are obstructed by bars which can not be passed except at high tide in calm weather by vessels of light

draught. Good ports on the western coast are a great desideratum. The celebrated Chinese governor, Liu Ming-Chu'an, who distinguished himself by the stout resistance he offered to the French during the "State of reprisals" in 1884-5, conceived that Keelung should be made the chief port for the whole island, and with that object planned a railway which would have brought the southern and western regions in communication with Keelung. But it is probable that Japanese enterprise will effect such improvements at Takow and Tamsui as will render them commodious and easily accessible harbours. Means of communication are also greatly needed. Produce from the interior is now conveyed in clumsy bullock carts with big solid wooden wheels turning on wooden axles, and the roads are, for the most part, flooded with mud in winter and buried in dust in summer. There are foreign settlements at Anping, Takow, Tamsui, Keelung and Taipeh, the settlement at the last mentioned town being a suburb called Twatutia. Takow and Anping stand to each other in the relation of port and outport,



Takow

Takow being situated at the edge of a lagoon entered through a channel 70 yards wide, and Anping lying 30 miles further north at the mouth of a small river, and 4 miles distant from the prefectural town of Tainan.

Formosa offers many inducements to the explorer, though travel in the interior is attended with risk. A steamer of the Nippon Yusen Kaisha plies regularly to Keelung, and from there Taipeh and Tamsui are easily reached by land or by coasting vessels. But the journey to the south presents greater difficulties, for if the traveller happen to reach Anping in rough weather, his only hope of landing is to entrust himself to a catamaran, which may be described as a lumber raft with a tub on the top for the passenger to sit in. A north-easterly voyage of 120 Miles from Takow makes the Pescadores, which may be called the naval station of Formosa.

The Reformed Church of Holland carried on the work of Christian propagandism in Formosa with some success during the first half of the 17th century. Thereafter, for two hundred years, missionaries did not visit the island until 1865, when the English Presbyterian Church sent pastors to the south. The head quarters of the mission is now in Tainan, and it numbers about four thousand converts. The Dominicans entered the same field in 1895, and have their head quarters at Takow.

CUSTOM HOUSE.

Strict examination of the luggage of passengers is made at the Custom House, and the best way to avoid trouble and delay is to open up everything freely. All articles except ordinary personal effects are liable to duty.

GUIDES.

English speaking guides can be procured by application to the Welcome Society (Kihin-kai), an association concerning which detailed information is furnished below; or from the Guides Association (Kaiyu-Sha) in Yokohama which has branches in Kobe and Kyoto; or from the Couriers' Association in Kobe. The simplest plan is to apply at one of the hotels, but tourists are strongly recommended to have recourse to the Welcome Society, which not only provides special facilities, but also exercises the greatest care in selecting guides of good character, thus securing the tourist against over-charges of which he is too often the victim.

According to the rates at present (1899) advertised, the fee for a guide is 3 *yen* per diem for a party not exceeding two tourists, and 50 *sen* for each additional person. This includes the guide's hotel expenses, but does not include his travelling expenses.

It is hardly necessary to say that foreigners having no knowledge whatever of the Japanese language can scarcely dispense with the services of the guide, if they desire to obtain information about the best places to visit, the most suitable times for visiting them, the stores, the hotels and so forth. Those knowing a little Japanese may dispense with a guide, and provide themselves with a cook or boy servant only. One of the chief difficulties of the foreign tourist in Japan is the question of food. In most of the important centres a restaurant in foreign style may be found, but in the heart of the country Japanese food alone is procurable, and any one not prepared to live on fish, eggs and rice, will do well to have a cook in his train. At all the inns, wherever situated, the traveller may expect to find courtesy and helpful treatment.

The Welcome Society (Kihin-Kai) deserves special notice.

THE WELCOME SOCIETY OF JAPAN

(KIHIN-KAI)

Established in the 26th Year of Meiji (1893).

It has been recognised by Japanese and Foreigners alike that difficulties of a very exceptional kind stand in the way of the mutual understanding essential to sincere friendship between the Far East and the West. With the hope of removing, or, at any rate, diminishing these difficulties, a Society was formed in 1893 by the initiative of a number of Japanese noblemen and gentlemen, assisted by several influential foreign residents. It was called the Kihin-Kai and its objects were to extend a welcome to foreign tourists and to render them every assistance during their stay in Japan. Maintained altogether by the voluntary contributions of its members and well-wishers, the Kihin-Kai has no selfish

end of its own to serve. It aims uniquely at bringing within the tourists' reach means of accurately observing the features of the country and the characteristics of the people; visiting public buildings and places famous for scenic beauties; seeing objects of art, both ancient and modern; entering into social or commercial relations with the people; in short, affording them all facility and convenience toward the accomplishment of their several aims, thus indirectly promoting, in however small a degree, the cause of international intercourse and trade.

- Supervision of Guides.—Arrangements have been made with guilds of licensed Guides, and the Society has them under its control. If a tourist applies to the Society, it will gladly secure for him the services of a trustworthy guide at a fixed rate of remuneration.
- 2. Facilities and Convenience of Travel,—If a tourist places himself in communication with the Society, the latter will spare no pains to supply full information with regard to any route that he contemplates taking; furnishing details as to distances, the character of hotels and restaurants, (to which letters will be given, if desired), and other matters of interest or convenience; and will adopt every available means of adding to the security and comfort of his journey. Guide-books, volumes containing information about the country, catalogues of works on Japan, lists of Japanese productions, advertisements relating to facilities of travel etcetera, are kept in the Society's library, to which the tourist can have access at all times.
- 3. Sight-seeing,—In addition to places and buildings open to the general public, there are others to which the tourist can obtain admittance if introduced by the Society, special privileges being accorded to the Society in that respect. Among such places are: The Imperial Botanic Gardens at Shinjuku; the Koraku-en, a spacious landscape-garden formerly belonging to the Prince of Mito, within the precincts of the Tokyo Military Arsenal; the Imperial Diet; the Court of Cassation; the Court of Appeal; the Prisons; the Hospitals; the Governmental and other Schools and Universities; the principal Factories; the Castle of Osaka; the Imperial Mint; the Fencing Saloons, &c., &c.
- 4. Introductions to Manufacturers and Merchants.—If a tourist desiring to buy, or make contracts for, Japanese articles modern or antique, wishes to know the best places to procure them, the Society will direct him to manufacturers and dealers whom it judges trustworthy, and, if requested, will furnish written introductions.
- Introductions to Japanese Nobles nad Gentlemen.—According to the rank or personal record of a tourist, the Society will introduce him, at his request, to

- any Japanese nobleman or gentleman, if the circumstances seem to warrant such introduction.
- In the case of a distinguished tourist, the Society may make arrangements, at its own cost, to entertain him, so that its members and friends may make his acquaintance.

Japan abounds in scenic beauties; its climate is temperate, and each season of the year has special charms. But the best time to visit the country is Spring or Autumn.

Here and there in almost every province are mineral springs, hot or cold, all having hygienic or medical efficacy of some kind, and in their vicinity are to be found hotels providing every convenience for bathing. The tourist can select any spring that suits his case, and stay there for health purposes.

In all the large cities hotels have been built and are kept in European style, with foreign beds, furniture, meals, drinks, etc. Even in places without hotels in foreign style, there are Japanese inns, clean and comfortable. The tourists need not anticipate any difficulty in the matter of lodging.

While staying in various parts of the country, the tourist may ask the proprietor of the hotel at which he is lodging to give information about, or to show him the way to, temples, shrines, noted places, etc., or to get him permission to see antiquities, etc., kept in temples or shrines. His request will be complied with and promptly attended to, for most of the hotel proprietors in the country are the members or friends of the Society; but, if any proprietor happens not to stand in that relation, the Society, if requested, will send him letters to smooth the tourist's way.

The Society, as previously stated, is maintained by subscriptions and by contributions from its own members. Tourists are therefore charged only fifty sen each, as a fee to cover a part of the expenses involved in the services rendered them. But the Society will be pleased to receive contributions from any tourist desirous of expressing his satisfaction with the treatment extended to him, or wishing to aid the object of the Society.

A tourist paying the fee of fifty sen is entitled to one copy of the Society's map of Japan the possession of which, made evident by its presentation at the Office of the Society, will secure to him at any time the services of the Society.

The map can be obtained at the Society's Office or from its agents.

CURRENCY.

Japan's currency system is gold monometallic, but in practice gold coins are little used, their place being taken by paper notes. The unit is called a ven. It is a small gold coin existing in theory rather than in practice, for its dimensions make it inconvenient to handle. If hard money is used, it takes the form of the 5 ven, the 10 ven or the 20 ven piece. The subsidiary coinage is entirely metallic, there being no bank-note of smaller denomination than a ven. The subsidiary coins are of silver, nickel and copper and as the system is decimal, no difficulty presents itself in calculation. Thus the ven is divided into 100 sen and the sen into 10 rin. The coin of lowest denomination seen in general use is a copper 5 rin piece. The other copper coins are the 1 sen and the 2 sen. Then there is a 5 sen nickel coin, and there are silver coins of 10 sen, 20 sen, and 50 sen. For all practical purposes it may be assumed that the Japanese ven is equivalent to one half of an American gold dollar, or to two shillings sterling. There is a fractional difference in favour of the yen, but it is insignificant. Hence the American tourist has only to divide a given number of yen or sen by 2, and the quotient represents dollars (gold) or cents; and the British tourist divide the yen by 10 to obtain the equivalent of a soverign, or, if he is content with a somewhat less accurate method of conversion, count 4 sen as a penny.

WEIGHTS AND MEASURES.

WEIGHTS.

10 shaku " 1 jo	(3.03 metre or 9.94 feet).
6 ,, ,, I ken	(1.82 ,, or 1.99 yards).
60 ken " 1 cho	(1.09 hectometre or 5.42 chains).
36 cho " I ri	(3.93 kilometres or 2.44 miles).
1 metre 3.30 s/	iaku.
1 foot 1.01	•
1 mile 14.75	cho.
CLOTH	H MEASURE (Kujira-Jaku).
10 bu make 1 sun.	
10 sun " I shak	u.
10 shaku " 1 jo.	
In this measure, bu etc.,	are ‡ longer than that of Long Measure.
	LAND MEASURE.
The unit is the tsubo (ken or 6 feet square), nearly equivalent to 3.31
square metres or 4 square ya	rds. An acre is nearly equal to 1.210 tsubo or 4 tons
I se.	
30 tsubo make 1 se.	
10 se " I tan	(or 0.25 acre approximately).
10 tan " 1 cho	• ••
36 cho " 1 ri	(15.42 sq. kilo or 5.96 sq. miles).
CA	APACITY MEASURE.
The unit is the koku.	
10 seki make 1 go	(0.18 litre or {1.27 gill liq), 0.02 peck dry).
10 go " 1 sho .	(1.8) ,, or {1.59 quart liq}.
10 sho " 1 to	(18.04 ,, or \{3.97 \text{ gallons liq}\).
	(180.39 ,, or $\begin{cases} 39.70 \text{ gallons liq}. \\ 4.96 \text{ bushels dry}. \end{cases}$

POSTAL AND TELEGRAPHIC SERVICES

POSTS.

Post and Telegraph services are fully organized throughout Japan. Letters and papers can be forwarded with safety and rapidity to the different stages of a journey. It is however most desirable that the address be written in Japanese as well as in the language of the sender, since celerity of delivery is thus ensured.

RATES OF POSTAGE.

DOMESTIC.

(The Corean Ports included.)

(
LETTERS:—Per 4 momme (or ½ ounce) or any fraction thereof 3 se	n.						
•	72.						
POSTAL CARD:—Single	'n.						
	72.						
NEWSPAPERS AND PERIODICALS:—When posted singly, per							
16 momme (or 2 oz.), or any fraction thereof ½ se	n.						
NEWSPAPERS AND PERIODICALS:—A packet containing 2 or							
more, 16 momme (or 2 oz.) or any fraction thereof i se	n.						
PRINTED MATTER, BOOKS, AND SAMPLES OF MERCHAN-							
DISE:—Per 30 momme (or 3\frac{2}{3} oz) or any fraction thereof 2 se	n.						
SAMPLES OF SEEDS:—Per 30 momme (or 3 \(\frac{3}{4}\) oz.) or any fraction							
thereof	n.						
Unpaid and insufficiently stamped letters or packets will be regular	ly						
transmitted, but the double of the deficient postage will be charged on deliver	у.						
FORE IGN .							
To all Union Countries: LETTERS, per 15 grammes 10 se	n.						
REGISTRATION FEE,	72.						
POSTAL CARD SINGLE, 4 se	72.						
POSTAL CARD WITH PREPAID REPLY, 8 se	72.						
(Nothing but Universal Postal Cards should be used.)							
PRINTED MATTERS, per 50 grammes 2 se.	12.						
SAMPLES OF MERCHANDISE, 100 grammes or under 4 see	n.						
Per 50 grammes above 100 2 sec	n.						

COMMERCIAL PAPERS, 250 gramm	nes o	und	ler		•••	···	•••	10	sen.
Per 50 grammes above 2	50	•••		•••		•••		2	sen.
To places where Japanese l'ost Of	fices	are	estal	blishe	d, S	Shang	ghai,	Ch	efoo,
Tientsin, Hongkong, Shase, Soochow.									
LETTERS, per 15 grammes				•••		•••		5	sen.
REGISTRATION FEE,		•••				•••		10	sen.
POSTAL CARD SINGLE,	•••						•••	2	sen.
POSTAL CARD WITH PREP	AID.	REF	LY,			• • •		4	sen.
PRINTED MATTERS, per 50	gran	nme	s					1	sen.
SAMPLES OF MERCHANDIS	SE. 1	00 g	rami	mes c	r ui	nder		2	sen.
Per 50 grammes above 13	00							1	sen.
COMMERCIAL PAPERS, 250	gran	nmes	or u	ınder		•••		5	sen.
Per 50 grammes above 2	50		•••		•••			1	sen.
POSTAL AND	TE	I F	GR	АР	н	IC			
MONEY	OK	וע	LK	э.					
A Postal and Telegraphic Money	Order	Sys	tem	also	is d	luly o	rgan	ized,	and
will be found convenient by travellers v	who v	vish	to a	void (carr	ying :	much	mo	ney.
Any sum not exceeding 50 yen can be forwarded by order at the following rates									
my suiti not exceeding 50 jen can be it	orwar	ded	by o	rder a	it th	ie fol	lowir	g ra	tes
POSTAL MC			•		it th	ie foli	lowir	g ra	ites
POSTAL MO			•		it th	ie foli	lowir	ıg ra	ites
POSTAL MC Anywhere in Japan.	NEY	OF	RDE	R.			lowir	ig ra	ites
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PARCEL POST.

All articles, except letters and goods mentioned in Article 16 of the Imperial Post Regulations, may be posted at the following rates, under the limit of 2 shaku (or feet) in length, breadth and depth, and 1½ kwan (or 12½ lbs.) in weight, or 3 shaku in length, if breadth and depth are respectively under 5 sun (or about 6 inches).

Distar	ice U	nder.		,,	Bey	ond.
Weight	10	ri.	100	ri.	100	ri.
Under 200 momi	ne 5	sen.	8	sen.	16	sen.
,, 400 ,,	7	,,	12	,,	24	,,
,, 600 ,,	9	,,	16	,,	32	,,
,, 800 ,,	1:	,,	20	,,	40	,,
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,, 11 ,,	15	,,	28	,,	. 56	,,
,, 11/2 ,,	17	,,	32	••	64	••

TELEGRAPHS.

The Post and Telegraph Offices are generally combined in the larger towns. Telegrams in any of the principal European languages cost 5 sen per word, with a minimum charge of 25 sen (5 words or under), addresses being counted. A Telegram in Japanese of 15 kana (syllabic) characters costs 20 sen; each additional 5 characters, or any fraction thereof, costs 5 sen, addresses of senders only being charged for. Foreign residents often avail themselves of the latter means of communication.

The minimum charge for a city-telegram in any of the principal European languages (5 words or under) is 15 sen, with an addition of 3 sen for every additional word; and a Japanese city-telegram (15 kuna or under) costs 10 sen, with an additional charge of 3 sen for every 5 kuna or fraction thereof.

Telegram fees may be paid with postage stamps.

The following table shows the Telegram fees per single word to the principal cities and ports abroad, the rates quoted being the cheapest charged by any of the lines.

Aden		Yen	3.620	Massachusetts	,,	3.580
Amoy		,,	1.080	Mexico	,,	4.340
Annam		,,	1.820	Nanking	,,	.920
Argentine	Repu	blic "	5 310	Newchwang	,,	1.060
Bokhara		,,	4.518	New York	,,	3.580
Brazil		,,	5.310	Ningpo	,,	.940
Burmah		,,	2.380	Ohio	,,	3.700
Canton		,,	1.380	Peking	,,	1.100
Ceylon(C	olombo	o) ,,	2.328	Penang	,,	2.280
Chefoo		,,	.940	Persia	,,	4.446
Chicago		,,	4.500	Port Arthur	,,	1.060
Cochin C	hina .	,,	1.940	Russia in Asia	,,	1.000
Europe(e	kcept R	Russia) ,,	3.080	ussia in Europe	,,	2 080
Egypt		,,	2.380	San Francisco	,,	3.840
Foochow		,,	1.080	Seattle	,,	3.840
Fusan		,,	.400	St Paul	,,	3.700
Hankow		,,	1.060	Shanghai	,,	600
Hongkon	g .	,,	1.280	Siam	,,	2.180
India		,,	2.280	Singapore	,,	2.280
Jenchuen	(Chem	nulpo) "	.500	Sydney	,,	2.960
Macao		,,	1.380	Taku	,,	1.000
Malacca		,,	2.280	Tongkin	,,	1.620
Manila		,,	2.180	Vancouver	,,	3.840

These rates, as has been said, are the cheapest obtainable. But, as a general rule, the sender of a telegram need not concern himself about the choice of route. He hands in his telegram, and the telegraphic officials forward it, in the natural order of things, by the normal, or cheapest route, unless a special route is designated by the sender.

TELEPHONES.

Telephones are used in most of the principal cities and ports, The Call-Offices generally combine with the Post and Telegraph-Offices. Many companies, corporations and private houses take advantage of this means of communication. The service is under official control. The annual fee is 66 yen, and the installation is made at the expense of the Government. Considerable developments of the system have taken place of late. Lines have been constructed between Tokyo and Osaka of late. Exchanges (Kokwan-Jo) exist in Tokyo at Kojimachi, Shimbashi and Nihonbashi, and their location in Kyoto, Osaka, Yokohama, Kobe &c. can be easily ascertained.

OBJECTS OF ART.

It may be well to add here a word about the art products of Japan, which constitute objects of paramount attraction to so many visitors, the first point to be regarded as axiomatic is that what are known as "Old Curios" no longer exist in Japan, or, at any rate, exist in such small quantities as to be practically unprocurable. There are few greater delusions than those of the tourist who imagines that he can visit Japan, and pick up, here and there at remote places or in generally overlooked bric-a-brac stores, fine and cheap specimens of lacquers, of porcelain and pottery, of metal work, of pictures, of ivories, of textile fabrics, of enamels or of chromoxylographs. The time is irrevocably past when any fortunate finds of that nature were possible. The store of attractive masterpieces that Japan once possessed has been reduced to insignificant p oportion by continuous exports abroad; the comparatively small number that remain are jealously treasured by Japanese collectors who have thoroughly awoke from the mood of indifference that overtook them during the first two decades of the Meiji era; and every part of the country is now perpetually and diligently ransacked by Japanese experts and dealers who know that a sure market offers for every chef-a'œuvre they can obtain. The casual foreign traveller has no chance among such conditions. But if genuine specimens of old workmanship do not offer themselves, there is always an abundant supply of imitations. They owe their existence to the singular phantasy common to so many collectors, namely, that to be good, an object of art must be old, and that to be old, it must show marks of age. The antiquarian or the student of a nation's art history, may have reasons for determining the age of a specimen, but for the intelligent virtuoso, who seeks above all things technical and arristic beauty, the question of age centres upon one point alone, namely, that particular classes of objects reached their zeniths of excellence in particular periods, and that, consequently a presumptive cachet of superiority belongs in each case to works of a special era. For the rest, age or youth is quite immaterial. Discolorations and flaws suggesting the passage of years or the results of use, are not in themselves recommendations and should not enhance the value of an art object in the eyes of rational persons. Yet there are numerous collectors who look for such disfigurements, and the Japanese manufacturer is not slow to cater to their strange taste.

Many of the so-called "old curios" produced in obedience to this demand are sent to Nikko, Nara or other places of antique renown, and are there offered to the traveller as treasures which have just emerged from some temple's store of heirlooms. It is well to remember that the wares stocking the shops or furnishing

the packs of pedlars in such places have been procured from Tokyo, Osaka, Kyoto or some other great centre of productions, and that to buy them at Nikko or Nara is simply to pay so much extra for their porterage thither, and to be saddled with the needless trouble of carrying them back again. Unless the tourist has special expert knowledge, he will be well advised if he confines himself strictly to modern works. It is a complete misconception to suppose that the Japanese artist and art-artisan of the present era are inferior to their predecessors of fifty or a hundred years ago. In many respects the advantage is with the men of today, and by being content with the beautiful objects of art workmanship they produce, the foreign collector will cease to be deceived himself and to offer to others a premium for practising deception.

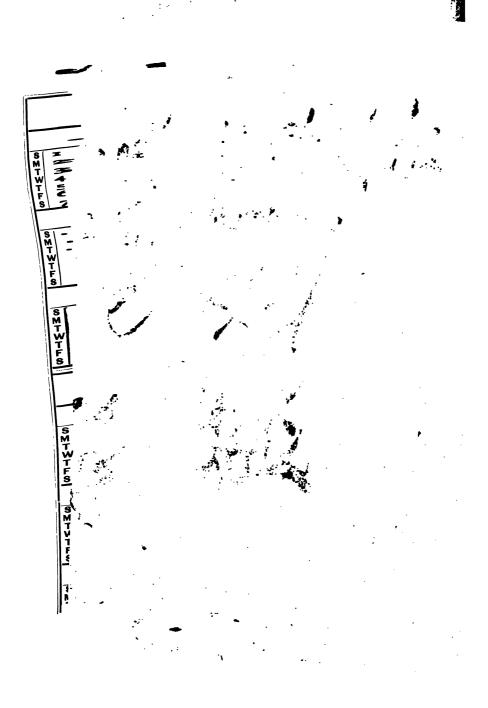


PUBLIC HOLIDAYS.

The Custom-House and other public offices observe the following holidays:-

- Jan. 1
 Jan. 3
 New Year Holidays (Shogwatsu).
 Jan. 5
- Jan. 30 Anniversary of death of Komei Tenno, the late Emperor.
- Feb. 11 Accession of Jimmu Tenno in 660 B. C., and Promulgation of Constitution in 1889, (Kigen-setsu).
- Mar. 20 Spring Equinox (Shunki Korei-sai)
- Apr. 3 Death of Jimmu Tenno.
- Sept. 23 Autumn Equinox (Shuki Korei-sai).
- Oct. 17 Harvest Thanksgiving to the Deities of Ise (Shinjo-sai, also called Kan-name Matsuri).
- Nov. 3 Mikado's Birthday (Tencho-setsu).
- Nov. 23 Second Harvest Festival (Shinjo-sai, or Nii-name Matsuri).

The foreign banks, besides observing Christmas, New Year, and some of the Japanese holidays, keep the Chinese New Year, the German Emperor's birthday on the 27th January, the Queen's birthday and American and French national anniversaries.



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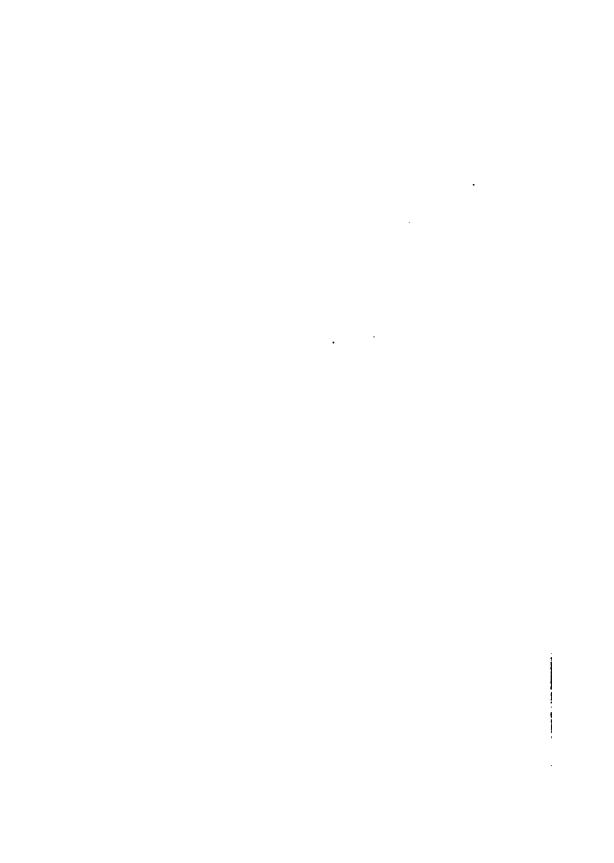
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